

BOARD OF DIRECTORS

The Secretary acknowledges that these minutes may not appear in chronological order and that all participants were not present for the entire meeting.

The Board of Directors met in Kansas City, Missouri December 1 and 2, 2017.

Area Directors participating were: Lee Hill, Chairman, Dan Helman, Vice-Chairman, Chris Albin, Jack Burrows, KJ Christopher, Arnie Coleman, Charlie Davis, Bob Dowie, Earl Hurlbut, Bruce Lindstrand, Marcus Merideth, and Jim Weidenbaum. Tere Pulliam was not in attendance.

Staff participating were Michael E. Cobb, President & CEO, Mindi Pfannenstiel, Senior Director of Finance, Eric Prill, Vice President of Operations and Aimee Thoennes, Executive Assistant also participated.

Steve Oseth, SCCA Pro Racing, and Jim Wheeler, CRB Chairman also participated.

The meeting was called to order by Vice Chairman Helman.

President Cobb presented a strategic summary for 2018 with the supporting budget. The strategic plan will be shared with the membership at the 2018 SCCA National Convention and then distributed as appropriate through Divisional Meetings.

MOTION: Approve 2018 Budget with investment as presented. JB/AC. PASSED. 12-0.

MOTION: To approve SEB rules as presented in Appendix A. BD/CD. PASSED.

MOTION: To approve Operations Manual changes as presented regarding Road Racing in Appendix B. JB/AC. PASSED.

MOTION: To approve RoadRally Rule Changes as presented in Appendix C. CD/BD. KC abstained. PASSED.

MOTION: To Change GCR 3.7.4.A.2.d to read as follows: In addition to the Top 3 (Top 5 SRF3/SM) Divisional points earners nationwide, SCCA BoD will allow drivers in the top 50% in Northern Pacific and Southern Pacific Divisions for 2018 to be eligible for Runoffs invitations on a space available basis. JW/EH. PASSED.

MOTION: To approve RallyCross rule changes as presented in Appendix D. CD/JP. PASSED.

MOTION: To approve change in language to GCR 3.7.4.A.2 to read as below. MM/KC. PASSED.

2. Division Championship Events

There are both participation and performance requirements to qualify for the Runoffs through Division Championships **(if available)**:

a. Participation Requirement: A competitor must participate on track in a minimum of four of a single Division's championship points weekends in the same class.

b. Performance Requirement: A competitor must finish in the top three positions in his

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class point standings, except SM and SRF3 where the top five will be invited.

c. If a Division Championship is not concluded at the time of the Runoffs, invitations will be extended to competitors meeting the requirements

at a period of time three weeks prior to the start of the Runoffs event. This allows Divisions to run programs year-round, if desired.

d. In addition to the Top 3 (Top 5 SRF3/SM) Divisional points earners nationwide, SCCA BoD will allow drivers in the top 50% in *Northern Pacific and Southern Pacific Divisions* for 2018 to be eligible for Runoffs invitations on a space available basis.

MOTION: To approve the CRB Rules package as presented in Appendix E. CD/BL PASSED.

MOTION: To approve #23158 FE in Appendix F. This will be a parallel Runoffs eligible class for two years (2018-2019) with FE going Regional in 2020. JB/CD. PASSED.

MOTION: Add language (shown below) to 3.7.4.C.2 – Invited Runoffs Classes to safeguard against having a championship race without a full podium. KC/JB. PASSED.

2. A Runoffs eligible class with a minimum of 3 race starters and fewer than 10 qualified drivers entered who have participated in at least one on track session at the current year's Runoffs will name a National Champion but subsequently be on probation for the following year's Runoffs. Should a class on probation at the Runoffs fail to have a minimum of 10 qualified drivers enter and participate in at least one on track session the year it is on probation, that class may run as a supplemental class but will not name a National Champion. A Runoffs eligible class that does not have a minimum of 3 race starters, regardless of probation status, will run as a supplemental class but will not name a National Champion.

Discussion over the Time Trials program and a plan to rebrand and reboot the program in a concerted effort to reach its potential. Launch of the program is slated to be announced at the National Convention.

MOTION: To approve Time Trials reorg as presented. KC/JW. PASSED.

MOTION: To approve the RallyCross Board as presented: Chairman Stephen Hyatt, Chris Regan, Kito Brielmaier, Ken Hamilton, Keith Lightfoot, Mark Macoubrie and Charles Wright. CA/AC. PASSED.

BOARD STATEMENT: The Board of Directors extend their appreciation to Ron Foley for his service on the RallyCross Board.

MOTION: To approve Road Rally Board as presented: Chairman, Jim Crittenden, Clyde Heckler, Peter Schneider, Mike Bennett and Wendy Harrison. BD/EH. PASSED.

BOARD STATEMENT: The Board of Directors extend their appreciation to Rich Bireta for his service on the Road Rally Board.

MOTION: To approve the SEB appointments as presented: Chairman Brian Connors, Eric Hyman, Keith Brown, Bob Davis, Mike Brausen, Zack Barnes and Marshall Grice. BD/CD. PASSED.

BOARD STATEMENT: The Board of Directors extend their appreciation to Mike Simanyi for his service on the Solo Events Board.

MOTION: To approve the Court of Appeals as presented: Chairman Laurie Sheppard, Mike West, Spencer Gorham, Pat McCammon, Anne Christian. AC/BD. PASSED.

BOARD STATEMENT: The Board of Directors extend their appreciation to Jerry Wannarka and Rick Mitchell for their service on the Court of Appeals.

MOTION: To approve the CRB appointments: Chairman Jim Wheeler, Sam Henry, Todd Butler, Tony Ave, Peter Keane, John LaRue, Kevin Fandozzi and David Arken. CD/BL.

MOTION: To adjourn.

APPENDIX A

SOLO EVENTS BOARD

ITEM 1) In the Introductory Section, revise Section I.2.2.C.2, Solo® Events Board, Duties:
“The SEB shall appoint the respective Chief Stewards, Chairmen of the Protest Committees, approve Solo® Safety Stewards, and other Chiefs of Specialties such as Timing, Tech, Impound, and Course for the Solo® National Championship events. ~~Any SEB member in attendance at the Solo® National Championship may serve on the Appeals Committee.~~ *Members of the SEB may not serve on the National Championship Protest Committee.*”

SCCA® Fastrack News March 2017 #21399

SCCA® Fastrack News September 2017 #21399

ITEM 2) In Vehicles, revise Section 3.2, Vehicle Classification:
“New car makes, types, and models will be classified by the SEB as soon as sufficient information is available to do so. The SEB may reclassify a car *at any time up to and including December of the calendar year following that of the initial classification,* without the approval of the Board of Directors. ‘Initial classification’ includes the addition of a new listing on an exclusion list.”

EXPLANATION: The SAC routinely has to delay initial classification to manage the current 12-month rule; The SEB believes it's in the membership's best interest to get initial classifications out as early as possible yet still allow the SAC and SEB to see results from the National Championships before deciding if a car should be moved.

SCCA® Fastrack News January 2017 #21022

SCCA® Fastrack News September 2017

ITEM 3) In Vehicles, add to the end of the first sentence of Section 3.6.A, Fuel:
“Street and Street Touring category vehicles will use fuel which is Federally approved for use on public highways, *and which does not exceed an octane rating of 93 (per (R+M)/2), with an allowed variance of up to +0.9. Fuel may not exceed 15% ethanol.*”

SCCA® Fastrack News January 2017 #21094

SCCA® Fastrack News June 2017 #21094

SCCA® Fastrack News November 2017 #21094

EXPLANATION: The STAC would like to clarify the context of the following group of rule proposals: 14648 ECU Clarification (**ITEM 11**), 21094 Octane Rating (**ITEM 3**), and 21408 Making ST Hot Again (**ITEM 30**). The proposal regarding the changes to allow open ECUs (open boost via changes in the ECU) and plug-and-play engine control modules is intended to address the inability to enforce the current rule, while continuing to allow common tuning modifications. The proposal to create STH is also influenced by the potential changes to ECUs/boost. By placing the majority of turbocharged cars in the ST classes together, the impact of boost/engine performance changes would be relatively contained, and we would maintain stability in STS and STX. Cars that are moved may be re-classed if warranted. Further explanation in Appendix.

SCCA® Fastrack News June 2017 #14648

ITEM 4) In Officials, revise Section 5.10, Officials, Chief of Protest:
“The ~~duty~~ *duties* of the Chief of Protest ~~is~~ *are* to serve as Chairman of the Protest Committee, to provide leadership to the Protest Committee, *to provide prompt notification of protest filings to affected parties,* and to provide notification of protest decisions to the parties involved (i.e., the protestor[s] and protestee[s]). He/she may or may not elect to vote on protest rulings. He/she may also be a driver in the same event, but will perform no other duties for the event.”

EXPLANATION: In most cases, a successful protest will change the results of the class. We are proposing this change so the duties of the Protest Chief include notifying those who would be affected by the change. An example would be an announcement to those on the grid that a protest has been filed.

SCCA® Fastrack News January 2017 #21025

SCCA® Fastrack News September 2017 #21025

ITEM 5) Change Section 7.2, Timing Systems for National Solo Events:
“There shall be at least two (2) operable electronic timing systems per course at the

Solo National Championship. The Chief Steward will establish the timing accuracy between the systems prior to the beginning of the runs. One system will be designated the primary system and all times listed obtained from such system. In the case of a primary system failure, the secondary system shall be used, with appropriate time corrections being made prior to the listing of the times, until the primary system can be activated and utilized. Alternate *timing* systems and *operating* procedures may be approved by the SEB.”

EXPLANATION: This more accurately reflects how the National Staff and event officials manage available alternate (backup) timing equipment for the Solo National Championships.

SCCA® *Fastrack News* January 2017 #21023

SCCA® *Fastrack News* September 2017

ITEM 6) In Appeals, revise Section 10.4, Composition of the National Appeals Committee:

“The purpose of the NAC is to render a final decision in any appeal permitted to be taken under this Section. The NAC will be appointed by the SEB *and shall consist of three standing members plus two alternates*. Members who competed in the same event and class addressed in an appeal, or who have other personal interest in the appeal, must disqualify themselves from participating in the appeal. If fewer than three members are available, then additional people to reach a total of three may be appointed by the SEB to address that appeal. It is the intent of these provisions to provide for resolution of differences before a Committee composed of individuals with individual and collective expertise in Solo® matters.”

SCCA® *Fastrack News* January 2017 #21024

SCCA® *Fastrack News* September 2017

ITEM 7) In Section 12, Automobile Definitions, revise the definition of “Standard Part”:

“An item of standard or optional equipment that could have been ordered with the car, ~~installed on the factory production line,~~ and delivered through a dealer in the United States. ~~Port-installed options,~~ *Manufacturer options that are dealer installed, port installed, or parts* provided by the manufacturer are considered to be the same as those installed on the factory production line. ~~Dealer-installed options,~~ *accessories*, or deletions (except as required by factory directives), no matter how common or what their origin, are not included in this definition. This definition does not allow the updating or backdating of parts.”

BACKGROUND: This change will allow parts supplied to the consumer, such as the Camaro SS Brake parts delivered in every Camaro, to be used in Solo. Additionally, the recent change to Section 3.4 (See the BOD Section of the December *Fastrack*, #17283) allows the SEB to offer another class for a specific option package when warranted. The changes in automobile manufacturing and delivery processes have increased the use of the port and dealer system for accessories and performance options. This change would have allowed the SEB to address challenges like the Miata MSR package and the TRD options offered for the Scion FRS in an expedited timeline. Should a special “trunk kit” or other performance part that was port installed or dealer installed by factory directive become available, the SEB can act accordingly in the future. Chevrolet has expanded performance options for the 2016-2017 Camaro to include options on the company’s website that do not clearly define if they are installed on the factory floor or the dealer’s facility by factory directive, or if they are offered as accessories by the dealer. The SAC and SEB will attempt to list certain performance options when they create a Member Advisory or Tech Bulletin, if necessary. See Appendix F for guidance. An example is the package of TRD springs and bars for the Scion FRS. The option is available on the Scion website. In some cases, the dealership performed the installation instead of the port facility. The lines that define factory floor, port and dealer installed have become increasingly blurred. This change will allow the SEB and its committees to class port installed and domestic manufacturers “dealer installed by factory directive” options based on member input and desires.

SCCA® *Fastrack News* January 2017 #19713

SCCA® *Fastrack News* November 2017 #19713

ITEM 8) In Street Category, revise Section 13.5.A.5:

“Electronically controlled shocks may not be used on vehicles ~~not originally equipped~~”

~~with such units. Vehicles originally equipped with electronically controlled shocks may use the standard parts or non-electronically controlled alternative shocks subject to all the requirements of Section 13.5. Non-standard electronically controlled shocks are not allowed~~ *that did not have an option for them from the factory. A full option package upgrade, including OEM electronics and other components, could be completed to add electronic shocks if they were not installed from the factory."*

Add new Section 13.5.A.6:

"Vehicles equipped with electronic shocks can replace them with non-electronically controlled shocks subject to Section 13.5 rules and Section 13.9 rules. Devices may be added to satisfy the ECU that the OEM shocks are still installed; such devices may perform no other function."

Add new Section 13.5.A.7:

"On cars with available electronically controlled shocks. Aftermarket electronic shocks may be substituted but may only be controlled by an OE shock control unit and may not contain independent or additional control logic within the shock itself. No additional electronic modifications can be made to facilitate the installation of aftermarket electronic shocks, and the OEM controller may not be modified or reprogrammed."

SCCA® Fastrack News July 2017 #20102

ITEM 9) In Street Category, add new Section 13.9.H:

"On cars equipped with computer aided gear selection or 'skip-shift' features from the manufacturer, modifications to defeat 'skip-shift' are permitted and may serve no other purpose."

SCCA® Fastrack News March 2017 #21277

SCCA® Fastrack News July 2017 #21277

ITEM 10) In Street Category, add new Section 13.9.I:

"On cars with electronically controlled exhaust pipe valving downstream of the catalytic converter, devices may be added to satisfy the ECU that the OEM component is still installed. Such devices shall perform no other function."

SCCA® Fastrack News May 2017 #21519

ITEM 11) In Street Touring Category, Engine and Drivetrain, revise Section 14.10.F:

~~"The engine management system parameters and operation of internal combustion engines may be modified only via the methods listed below. These allowances also apply to forced-induction cars, except that no changes to standard boost levels, intercoolers, or boost controls are permitted. Boost changes indirectly resulting from allowed modifications are permissible but directly altering or modifying the boost or turbo controls, either mechanically or electronically, is strictly prohibited. Traction control parameters may not be altered. Any OE OBD2 or newer communications port functionality must remain. The Check Engine Light (CEL) or Malfunction Indicator Light (MIL) may be disabled via software. Alternate software maps which violate these restrictions may not be present during competition, regardless of activation. Only OE sensors~~ *equipped from the manufacturer* ~~may be used for engine management.~~ *Data acquisition modifications to the wiring and PCM/ECU are permitted.*

- ~~1. Reprogrammed ECU/PCM (via hardware and/or software) may be used in the standard housing.~~
- ~~2. Supplementary ("Piggyback") ECU may be used subject to the following restrictions:~~
 - ~~a. Connects between the standard ECU/PCM and its wiring harness only.~~
 - ~~b. Must be plug-compatible with the standard ECU/PCM (no splices).~~
- ~~3. Electronic components may be installed in-line between an engine's sensors and ECU/PCM. These components may alter the signal coming from the sensor in order to affect the ECU/PCM operation of engine management system. Example: Fuel controllers that modify the signal coming from an airflow sensor.~~
- ~~4. Fuel pressure regulators may be replaced in lieu of electronic alterations to the fuel system. It is not permitted to electronically modify the fuel system AND replace a fuel~~

pressure regulator.

5. Ignition timing may be set at any point on factory adjustable distributor ignition systems.
6. VTEC controllers and other devices may be used which alter the timing of factory standard electronic variable valve timing systems.

Engine management is open including standalone engine management systems. Standalone control modules must be plug-and-play. Model year 2005 and older vehicles may use piggyback systems that splice into the wiring. Wiring harnesses may not be shorter or lighter than the original. The resultant system must retain OBDII functionality if present in the original. Additional sensors may not be used."

Replace Sections 14.10.F through 14.10.F.6:

1. *"For all model years, the following allowances apply:
 - a. The standard PCM/ECU may be reprogrammed without restriction.
 - b. Fuel pressure regulators may be replaced in lieu of electronic hardware or software alterations. It is not permitted to mechanically alter the fuel pressure regulation AND make other hardware or software changes to engine operation.
 - c. Ignition timing may be set at any point on factory-adjustable distributor ignition systems.*
2. *For 2005 and older model year vehicles:
 - a. A supplementary ("piggyback") PCM/ECU is permitted. It must be plug-compatible with the standard PCM/ECU (no splices) and must connect only between the standard PCM/ECU and its wiring harness.
 - b. Electronic components may be installed in-line between the engine sensors and PCM/ECU. These components may alter the signal from the sensor in order to affect the PCM/ECU operation. EXAMPLE: Fuel controllers that modify the signal from an airflow sensor.
 - c. VTEC controllers and other devices may be used which alter the timing of manufacturer electronic variable valve systems.*
3. *1995 and older vehicles in addition may replace the standard PCM/ECU without restriction."*

SCCA® Fastrack News January 2017 #14648

ITEM 12) In Street Prepared, add to Section 15.10, Engine and Drivetrain:

"Cars with combustion chamber oil injection systems (such as those in rotary engines) may supplement the standard engine lubrication system with additional oil supplied through the standard fuel delivery system."

SCCA® Fastrack News July 2017 #22032

SCCA® Fastrack News November 2017 #22032

ITEM 13) In Street Prepared, revise Section 15.10.L.1, Engine and Drivetrain:

"Radiator core dimensions (width, height, thickness) must be no smaller the standard part."

SCCA® Fastrack News October 2017 #22188

ITEM 14) In Street Modified Category, revise Section 16.1.D.1, Allowed Modifications:

"Engine blocks (or housings of rotary engines) must be a production unit manufactured and badged the same as the original standard or optional engine for that model that can be sourced from a production automobile. Any block that is not sourced from a car of the same brand will be assessed a 150-lb. weight penalty in addition to all weight calculations in appendix A. Badges Brands that exist as a marketing alias for the manufacturer will be recognized as equivalents. Swaps involving makes brands related only at a corporate level are not recognized as equivalents and will be subject to the weight adjustment referenced above. Models produced as a joint venture between

manufacturers may utilize any engine from any partner in the joint venture, provided that an engine from the desired manufacturer was a factory option in that particular model (e.g., Eagle Talon, available originally with either a Chrysler or Mitsubishi engine, may use any motor from Chrysler or Mitsubishi, or Scion/Toyota FR-S, available with only a Subaru engine, may use any Subaru engine but may not use any Toyota/Lexus/Scion engine). This allows engine blocks manufactured as production units for sale in other countries such as Japan or Germany.”

SCCA® Fastrack News August 2017 #21288

SCCA® Fastrack News November 2017 #21288

ITEM 15) In Street Modified Category, revise Section 16.1.D.2.d, Allowed Modifications:

“The fuel tank may be modified or replaced. If the fuel tank is modified or replaced, the following restrictions apply:

1. The fuel tank/cell may be located within the same area as the OE tank.

2. *If the fuel tank/cell does not fit within the same area as the OE tank, the requirements of 3.3.3.26 must be met.”*

Move from Section 16.1.D.2.d to new Section 3.3.3.B.26 as revised:

“For those categories which permit fuel cells and/or fuel tank modifications or replacements, the following requirements apply if the fuel tank/cell does not fit within the same area as the OE tank:

a) No part of the fuel tank or fuel cell shall be closer than 6.0” (15.2 cm) to the ground unless enclosed within the bodywork and mounted above the floor pan. A metal bulkhead is required that provides total separation between the driver compartment and the compartment containing the fuel tank and/or filler/neck. This includes fuel tanks that are flush mounted with driver compartment panels or otherwise exposed to the driver compartment. Fuel filler doors in the driver compartment must be positively fastened (non-metallic fasteners are not allowed). For the purposes of these rules, a fuel tank consisting of a structure containing a fuel bladder is considered to be the entire fuel cell including the containing structure. The containing structure of a fuel cell does not qualify as a bulkhead. A separate metal bulkhead must isolate the fuel cell from the passenger compartment.

b) Internal body panels may be modified to accommodate the installation of the fuel tank as long as such modifications serve no other purpose. In the event installation includes encroachment into the driver’s compartment, a metal bulkhead shall prevent exposure of the driver to the fuel tank.

c) Fuel tank breathers shall not vent into the driver/passenger compartment.”

Also in Prepared Category, revise Section 17.2.Q.1, Bodywork and Structure:

“The fuel tank may be modified or replaced. If the fuel tank is modified or replaced, the following restrictions apply:

a. The fuel tank/cell may be located within the same area as the OE tank.

b. *If the fuel tank/cell does not fit within the same area as the OE tank, the requirements of 3.3.3.26 must be met.”*

SCCA® Fastrack News January 2017 #18648

SCCA® Fastrack News June 2017 #18648

ITEM 16) In Prepared Category, revise Section 17.2.O, Bodywork and Structure:

“The standard OE front spoiler or a non-standard front spoiler/*splitter* may be used. If a non-standard front spoiler/*splitter* is used it must comply with the following requirements: It shall not protrude forward beyond the overall outline of the car as viewed from above, aft of the *forward-most* part of the front fender opening (cutout), *no portion of the spoiler/splitter may extend beyond the widest part of the front bodywork forward of the front wheel openings as viewed from above*, and shall not be mounted more than 4.0” (101.6

mm) above the horizontal centerline of the front wheel hubs. The spoiler/splitter shall not cover the normal grille opening at the front of the car. An intermediate mounting device may be used on cars whose front bodywork is above the 4.0" (10.2 cm) minimum. Openings are permitted for the purpose of ducting air to the brakes, radiator, and/ or oil cooler(s); equal openings may be placed in the standard lower front panel directly behind openings placed in the spoiler. *The spoiler/splitter may not function as a wing. This allows a vertical air dam/spoiler above a horizontal splitter, but splitter fences or longitudinal vertical members that serve to trap air on top of the splitter by preventing it from flowing around the sides of the car are not allowed.*

SCCA® Fastrack News July 2017 #18207

ITEM 17) In Prepared Category, revise Section 17.4.G, Wheels;
For classes DP, EP, and FP, wheels up to 10" wide are allowed with no weight increase. ~~Wheels greater than 10" wide will receive a 100-lb. increase.~~ *Wheels greater than 10" wide up to 11" wide will receive a 50-lb. increase. Wheels greater than 11" wide up to 12" wide will receive a 100-lb increase.*

SCCA® Fastrack News March 2017 #20024

SCCA® Fastrack News July 2017 #20024

ITEM 18) In Prepared Category, revise Section 17.5.D, Level 2 Preparation (Limited Prep) Vehicles:

1. "Any springs or torsion bars can be used provided the ~~quantity and~~ type of these items remains as standard. Springs and torsion bars must be installed in the standard location using the standard system of attachment. ~~The use of tender springs is permitted provided the tender springs are completely compressed when the car is at static ride height. Static ride height will be determined with the driver seated in the normal driving position.~~
2. Shock absorbers are unrestricted provided the quantity and type (i.e., tube, lever) of these items remains as fitted standard. Shock absorbers must be installed in the standard location using the standard system of attachment. The mounting of the remote reservoir of a remote reservoir shock absorber is unrestricted. No shock absorber can be capable of adjustment by the driver while the car is in motion, unless fitted as standard.

~~17.6. D. Level 2 Preparation (Limited Prep) Vehicles~~

1. ~~Standard calipers must be retained. Alternate brake rotors and drums must be the standard diameter, width, and design. Rotors shall not be cross drilled or slotted unless fitted as OE.~~
2. ~~Cars fitted with rear drum brakes may convert to rear disc brakes. When converting from rear drum to rear disc brakes, the rear brake rotors can be no larger in diameter than the largest permitted front brake rotors."~~

SCCA® Fastrack News May 2017 #15375

ITEM 19) In Appendix A, Automobile Classes, Street Category, move from the exclusion list to SS:

Lotus

Elise SC (2008-2011)

Exige S (excl. S260, Club Racer) (2006-2011)

Also move from SS to AS:

Lotus

Elise (non-supercharged) (2005-2011)

Exige (non-supercharged) (2006-2011)

SCCA® Fastrack News November 2016 #20242

SCCA® Fastrack News May 2017 #20242

SCCA® Fastrack News November 2017 #20242

ITEM 20) In Appendix A, Automobile Classes, Street Category, move from BS to CS:

BMW

Z4 (coupe and roadster) (non-M) (2003-2008)

SCCA® Fastrack News January 2017 #20588

SCCA® Fastrack News April 2017 #20588

ITEM 21) In Appendix A, Automobile Classes, Street Category, revise:

DS

Lexus

~~IS350 (2006-2017)~~

~~IS250 (2006-2015)~~

~~IS300 (2001-2005)~~

IS (all) (excl. IS-F) (2001-17)

SCCA® Fastrack News November 2017 #22570

ITEM 22) In Appendix A, Automobile Classes, Street Category, move from GS to HS:

Acura

RSX Type S (2002-06)

SCCA® Fastrack News November 2016 #20256

SCCA® Fastrack News April 2017 #20256

Ford

Mustang V6 (1994-2004)

SCCA® Fastrack News October 2016 #20029

SCCA® Fastrack News January 2017 #20029

Kia

Forte & Forte Koup (2.4L)

SCCA® Fastrack News October 2016 #20058

SCCA® Fastrack News January 2017 #20058

Ford

Taurus SHO (1989-1995)

SCCA® Fastrack News January 2017 #20567 Item 19608

SCCA® Fastrack News April 2017 #20567

ITEM 23) In Appendix A, Automobile Classes, Street Category, revise class SSR:

"This class combines high-performance production cars with the highest performing DOT tires. All rules are the same as Section 13, Street Category, with the following exceptions:

1. Tires Sections 13.3.A.1 (minimum UTQG Treadwear Grade), 13.3.A.2 (minimum molded tread depth), and 13.3.A.5 (tires must be designed for highway use) does not apply. (DOT competition, DOT-R, R-comps, etc. tires are eligible.) Section 13.3.C.4 (the tire exclusion list) is replaced with the following list which may be altered at any time by the SEB upon notification of the membership: - Kumho Ecsta W710.
2. ~~Wheels (replacing Section 13.4) Any type wheel may be used provided it is the same width and diameter as standard and as installed does not have an offset more than $\pm\frac{1}{4}$ " from the standard wheel for the car. The resultant change in track dimensions is allowed. Wheel spacers are permitted provided the resultant combination complies with the offset requirements of this Section. On vehicles supplied with an OE wheel spacer, the wheel spacer shall be considered as a part of the wheel. Wheel studs, lug nuts, valve stems including pressure-relief types), and/ or bolt length may be changed. tire pressure monitoring sensors (TPMS) may be removed.~~
3. ~~Exhaust The exit of the exhaust in the original location (Section 13.10.C) is not compulsory."~~
4. ~~Participation Requirement If in two (2) consecutive SCCA® Solo® National Championships class SSR fails to achieve attendance of 35 total participants in both Open and Ladies, the class will be eliminated.~~

SCCA® Fastrack News December 2016 #20099 #20246

SCCA® Fastrack News May 2017 #20099 #20246

ITEM 24) In Appendix A, Automobile Classes, Street Category, add new cars to SSR:

Alfa Romeo

4C (2015-16)

BMW

M3 & M4 (F80/F82) (2015-17)

Cadillac

XLR

Chevrolet

Camaro SS 1LE (V8) (2017)

Camaro Z28 (2014-15)

Camaro ZL1 (2012-15)

Camaro ZL1 (2017)

Corvette Grand Sport (C7) (2017)

Dodge/SRT

Viper/Viper GTS (non-ACR, non-TA) (2013-16)

Ford

Mustang Boss 302 Laguna Seca (2012-13)

Mustang Shelby GT350 (2016)

Mustang Shelby GT350R (2016)

Mustang Shelby GT500 (2007-14)

Jaguar

F-Type (except Project 7) (2014- 16)

Porsche

718 Boxster (all) (2017)

718 Cayman (all) (2017)

911 (except R, Turbo, Turbo S, GT2 [all], GT3 [all]) (2015-2017)

Cayman GT4 (non-Clubsport) (2016)

SCCA® Fastrack News May 2017 #20511

ITEM 25) In Appendix A, Automobile Classes, Street Touring Category, move from STU to STR:

Porsche

Boxster (986 and 987.1) (1997-2008)

Boxster S (986) (2000-04)

Cayman (987.1) (2006-08)

SCCA® Fastrack News June 2017 #21796

SCCA® Fastrack News November 2017 #21796

ITEM 26) In Appendix A, Automobile Classes, Street Touring Category, change Street Touring® FWD (STF) class to Street Touring Hatchback (STH) for newer hot hatch/turbo cars:

Audi

A3 FROM STX

A4 FROM STX

TT quattro FROM STX

A4 (1.8T) TT Coupe & Roadster (FWD) FROM STS

Chevrolet

Cobalt (2.0T) FROM STX

Sonic (Turbo) (2012-15) FROM STS

Dodge

Dart (1.4L Turbo) (2013-16) FROM STX

SRT-4 (2003-05) FROM STX

Eagle

Talon Turbo (AWD) FROM STX

Fiat

500 Abarth FROM STX

500 Turbo (2013-16) FROM STX

Ford

Fiesta ST FROM STX

Focus ST FROM STX
Hyundai
Genesis (2.0L Turbo) (2010-12) FROM STX
Veloster (2012-16) NEW LISTING
Kia
Forte (Turbo) FROM STX
Forte Koup (Turbo) FROM STX
Mazda
MazdaSpeed3 FROM STX
MazdaSpeed6 FROM STX
MazdaSpeed Protégé FROM STX
323 GT & 323 GTX FROM STS
Mitsubishi
Eclipse Turbo (AWD) FROM STX
Lancer Ralliart (2008-10) FROM STX
Nissan
Juke (2011-16 Turbo and R) FROM STX
Pontiac
G5 (2.0L Turbo) FROM STX
Subaru
Forester XT (2003-08) FROM STX
Impreza WRX (non-STI) (2002-16) FROM STX
Legacy GT (2005-08) FROM STX
Volkswagen
Beetle (1.8T & TDI) FROM STS
Golf (1.8T) FROM STS
Golf & Jetta (TDI) (2007-15) FROM STS
Jetta (1.8T) FROM STS
Passat (1.8T & TDI) FROM STS
Beetle (2.0T) FROM STX
Golf, Golf R, GTI (2.0T) FROM STX
Jetta (2.0T) FROM STX
Passat (2.0T) FROM STX
Volvo
240 Turbo (1981-85) FROM STX
C30 FROM STX
"Catch-all": Sedans & Coupes NOC (non-sports-car-based, 4-seat minimum up to 2.5L forced induction)

Street Touring® Sport (STS) would receive these cars from STF:Chevrolet

Cobalt (2.2L, N/A) FROM STF
Cruze (2008-15) FROM STF
Sonic (non-turbo) (2012-15) FROM STF
Spark FROM STF
Volt (2011-15) FROM STF
Chrysler/Plymouth/Dodge
Neon R/T & ACR (2000-05) FROM STF
Neon (NOC) (2000-06) FROM STF
Dodge
Dart (2.0L N/A) (2013-15) FROM STF
Fiat
500 (non-turbo) (2012-15) FROM STF
Ford
Fiesta (N/A) (2011-15) FROM STF
Focus (non-turbo) FROM STF
Honda
Accord (4-cyl) (1998-2015) FROM STF

Civic (non-Si) (2006-15) FROM STF

Civic (non-Si) (2001-05) FROM STF

CRX

CR-Z FROM STF

Fit FROM STF

Insight FROM STF

Hyundai

Elantra (2001-15) FROM STF

Veloster (non-turbo) (2011-15) FROM STF

Kia

Forte (N/A) FROM STF

Forte Koup (N/A) FROM STF

Lexus

CT200H (2011-15) FROM STF

Mazda

Mazda2 FROM STF

Mazda3 FROM STF

Mazda6 FROM STF

MINI

Cooper (non-S) (2000-13) FROM STF

Mitsubishi

Lancer (non-turbo) FROM STF

Nissan

Versa (2007-13) FROM STF

Pontiac

G5 (2.2L) FROM STF

Vibe (2003-10) FROM STF

Saturn

Astra FROM STF

Ion (2.2L) FROM STF

Scion

iA (2016) FROM STF

iM (2016) FROM STF

iQ CVT FROM STF

tC FROM STF

xA FROM STF

xB FROM STF

xD (2008-13) FROM STF

Subaru

Impreza 2.0i (2012-15) FROM STF

Toyota

Corolla (2003-15) FROM STF

Matrix (2003-13) FROM STF

Yaris FROM STF

Volkswagen

Beetle (2.0L, 8v) (1998-2005) FROM STF

Beetle (2.5L 5-cyl) FROM STF

Golf (2.5L) FROM STF

Golf & Cabrio (2.0L, 8v) (1998- 2006) FROM STF

Golf & Jetta TDI (1999-2006) FROM STF

Jetta (2.0L, 8v) (2000-04) FROM STF

Jetta (2.5L 5-cyl) FROM STF

STX would no longer have turbo cars. Top cars from STF are added:

Acura

RSX FROM STF

TSX FROM STF

Honda

Civic Si (2002-05) FROM STF

SCCA® *Fastrack News* April 2017 #21408

SCCA® *Fastrack News* November 2017 #21408

In conjunction with Street Touring H (STH), change Section 14.3, Tires, and 14.4, Wheels:

14.3 TIRES

Tires must meet the eligibility requirements of the Street category with the following additional restrictions: Tires shall have a section width up to and including the following (mm):

STS, STR (AWD)	– 225
<i>STH (AWD)</i> , STX (AWD)	– 245
STR (2WD), STU (2WD, mid-engine, rear-engine)	– 255
<i>STH (2WD)</i> , STX (2WD), STU (AWD)	– 265
STU (2WD, front-engine)	– 285
STP (all)	– 315

14.4 WHEELS

Any wheels are allowed with widths up to the following (OE wheels exceeding these maximums are not permitted) (in.):

STS, & STR (AWD)	– 7.5
<i>STH (all)</i>	– 9.0
STX & STR (2WD)	– 9.0
STU, STP (all)	–11.0

SCCA® *Fastrack News* June 2017 #21408

SCCA® *Fastrack News* November 2017 #21408

ITEM 27) In Appendix A, Automobile Classes, Street Touring® Category, move from STR to STU:

Nissan

370Z (non-Nismo)

SCCA® *Fastrack News* July 2017 #18052

SCCA® *Fastrack News* November 2017 #18052

ITEM 28) In Appendix A, Automobile Classes, Street Prepared Category, move from ASP to BSP:

Nissan

370Z (all) (2009-13)

SCCA® *Fastrack News* October 2017 #22368

ITEM 29) In Appendix A, Automobile Classes, Street Prepared Category, change error in BSP: Porsche

944 (all incl. Turbo *except 8v*)

EXPLANATION: This would correct the 8v 944 being classed in both BSP and CSP.

SCCA® *Fastrack News* July 2017 #21897

SCCA® *Fastrack News* November 2017 #21897

ITEM 30) In Appendix A, Automobile Classes, Street Prepared Category, move from BSP to DSP:

BMW

128 (2008-11)

SCCA® *Fastrack News* October 2017 #22536

ITEM 31) In Appendix A, Automobile Classes, Prepared Category, X Prepared (XP), revise section 1.c:

“Aerodynamic Aids – Wings may be added, removed, or modified. Non-OE wings may only be attached to the ~~rear deck/hatch area~~ *chassis or body* behind the centerline of the rear axle. For convertibles/roadsters with no roof and targas with no rear window, no portion of the wing may be higher than 12” (30.48 cm) above the ~~wing’s point of attachment to the of body of the vehicle~~ *highest point of the body that is behind the centerline of the rear axle.*”

SCCA® *Fastrack News* September 2017 #21828

ITEM 32) In Appendix A, Prepared Category, add:

D Prepared (DP)

Weight adjustments (lbs.):

“Vehicles with 51% or more of the weight on the rear axle: + (0.015 x displacement).”

F Prepared (FP)

Weight adjustments (lbs.):

“Vehicles with 51% or more of the weight on the rear axle: + (0.04 x displacement).”

SCCA® Fastrack News August 2017 #20237

ITEM 33) In Appendix A, Automobile Classes, Prepared Category, remove from EP:

Isuzu

Sports Coupe

SCCA® Fastrack News March 2017 #21088

SCCA® Fastrack News July 2017 #21088

SCCA® Fastrack News November 2017 #21088

ITEM 34) In Appendix A, Automobile Classes, Prepared Category, combine the 350Z and 370Z models in FP:

Nissan & Datsun

350Z (2003-2008)/370Z (2009-17)

SCCA® Fastrack News March 2017 #20319

SCCA® Fastrack News July 2017 #20319

ITEM 35) In Appendix A, Automobile Classes, Prepared Category, omit the 981 and 718 models in FP:

Porsche

986/987 Boxster & Cayman (1996-2012)

SCCA® Fastrack News February 2017 #20090

SCCA® Fastrack News July 2017

ITEM 36) In Appendix A, Automobile Classes, Prepared Category, add:

TVR

1800

Vixen S2 (1599 cc)

Alternate cylinder head: Aluminum Pierce casting

SCCA® Fastrack News June 2017 #21866

SCCA® Fastrack News November 2017 #21866

ITEM 37) In Appendix A, Modified Category, C Modified, revise Section C.7.c (Solo Vee):

“Springs, shock dampers, their actuation, *anti-roll bars*, and camber compensating devices are *unrestricted, as are cables, straps, or other positive stops used to limit positive camber.*”

SCCA® Fastrack News May 2017 #21231

SCCA® Fastrack News November 2017 #21231

ITEM 38) In Appendix C, subsection B.1, add after first sentence:

“Docol R8 is also considered an acceptable material (tube sizing and wall thickness requirements are as per SAE 4130).”

SCCA® Fastrack News February 2017 #21111

SCCA® Fastrack News September 2017 #21111

ITEM 39) In Appendix I, Sound Measurement Procedures at SCCA® National Solo® Events, revise:

“The maximum *allowed vehicle sound* level will be 100 dBA.

The measurement will be taken at a point where *vehicles* can reasonably be expected to be under load at full throttle. The measuring point will be 50 feet from the edge of the course using an ANSI Type 2 sound meter set to “A” weighting, “Slow” response. The microphone will be 3 to 4 feet above ground level, positioned perpendicular to vehicle direction of travel. The microphone will be away from structures (e.g., buildings) as is practical.

If a driver in a vehicle exceeds **96** dBA, the Chief Steward, or his/her designated representative, will be notified by the Sound Control Steward or representative.

The driver of any run producing a sound measurement over 96 dBA will be notified, as soon as reasonably possible following the run, by the Chief Steward, Sound Control Steward, or

representative.

If a driver in a vehicle exceeds 100 dBA, the driver will be allowed to *attempt a viable remedy to functionally alter the exhaust system* to reduce the sound level of the vehicle before his/her next run that day. (A “mechanical delay” per Solo® Rules Section 6.8.D may be used.) *If the excessive reading occurs on the driver’s last run of the day, the Chief Steward, Sound Control Steward, or designated representative is authorized to impose a DNF penalty on that run. The use of an adjustable directional exhaust exit to laterally aim the exhaust output away from the sound meter position does not constitute a viable remedy. Adjustable directional exhaust exits may only be aimed straight up, straight down, or straight back.*

If a viable remedy has been attempted in the judgment of the Chief Steward, *Sound Control Steward*, or representative, the driver will be allowed to take his/her next run. If the driver declines *any viable remedy, or if the change* is deemed inadequate by the Chief Steward, *Sound Control Steward* or representative, the driver will forfeit all subsequent runs in the vehicle (unless an *approved viable remedy* is completed before the next run). If the driver in the vehicle exceeds 100 dBA again on any subsequent run, that run will be scored a DNF *and all additional runs that day for that driver will be forfeited.*

If a sound violation which would incur a DNF occurs on a run for which a rerun would otherwise be granted (per Section 7.4), the sound-based DNF will stand and there will be no rerun. For the purposes of sound measurement and enforcement, a “run” is defined as any attempt at driving through the course, whether or not *it* is scored or a rerun is allowed.

Any *functional remedies implemented* to reduce the sound level of a vehicle may not be removed (including the next day of the event) and may be subject to re-inspection by the Chief Steward, *Sound Control Steward*, or representative. If the *remedy* has deteriorated after passing the sound level requirements at the measuring point, the *sound level of the vehicle* must be *functionally* addressed again. The Chief Steward, *Sound Control Steward*, or representative has the right to disallow a repeat of the *same remedy* that deteriorated. The *remedy* may be changed or modified to improve *its* quality and/or further reduce the vehicle sound level. Drivers that receive a DNF for non-compliant sound levels must *implement additional functional remedies* to reduce the sound level to compliant readings before starting runs the next day.

These general sound level regulations will NOT override specific local area and/or SCCA® Region sound level requirements, regulations, and/or penalties.

SCCA® Fastrack News August 2017 #22455

APPENDIX B

December 2017 Operation Manual Update Requests

In entire document: Replace all references to **CLUB RACING** with **ROAD RACING**

5.3.2 Divisional Administrator Coordinator

Appointment: A Divisional Administrator Coordinator for each specialty will be selected from the group of appointed Divisional Administrators. The DA's nomination for DA-Coordinator will be reviewed and PASSED by the Executive Stewards. The Divisional Administrator Coordinator will report to the Chair of the Executive Stewards. This is not an additional position. **In the event, that the DAC position is unfilled by one of the sitting Divisional Administrators, the Head of Road Racing, together with the Chairman of the Stewards Program, may appoint a representative to serve as the DAC for that specialty. The duration of the term will be determined individually for each specialty position by the Head of Club Racing and the Chairman of the Stewards Program.**

Duties: Coordinate with the Road Racing department, the Executive Stewards, the Club Racing Board and Divisional Administrators. Ensure execution of their specialty's policies and practice. Collect and disseminate information related to policies, best practices and concerns to Divisional Administrators and specialty officials. Work with the other Divisional Administrators to ensure operational consistency across Divisions. Ensure that the Specialty Manual is updated and accurate.

1.1.1 ~~Series Chief Steward (SCS)~~ **Race Director (SRD)** are appointed by the Head of ~~Club~~ **Road Racing** or their designate with the advice of the Chairman of the Stewards Program ~~and Area Directors/s representing Regions operating events in that Conference~~ **for all Super Tours.. There is one SCS for each Conference.**

1.1.1.a. **Conference Race Directors** are appointed by local Executive Stewards for their respective Conference. Conference RD serves as Asst. RD for Super Tour Events within that Conference.

1.1.2. Series Administrator

The Series Administrators (SA) are appointed by the Head of ~~Club~~ **Road Racing** or their designate **for all Super Tours.** ~~There is one SA for each Conference.~~ **Optional for other Conference events.**

1.1.3. Series Chief Tech Inspector

The Series Chief Technical Inspectors (SCTI) are appointed by the Head of ~~Club~~ **Road Racing** or their designate with the advice of the ~~SCS~~ **SRD for all Super Tours,** ~~and the Chairman of the Stewards program.~~ **There is one SCTI for each conference.** **Optional for other Conference events.**

1.1.4. Series Timing Administrator

The Series Timing Administrator(s) are appointed by the Head of the Road Racing or their designate for all Super Tours. Optional for other Conference events.

5.12 Club Racing Insurance Requirements

Refer to current SCCA Club Racing General Competition Rules and/or ~~Insurance Handbook~~ SCCA.com. 71

APPENDIX C

2018 SCCA Road Rally Rule Changes

The Road Rally Board requests that the Board of Directors approve the following seven rule changes for the Rally program, to go into effect January 1, 2018.

Each of these changes has been widely circulated for comment among the entire SCCA Rally community and their feedback was considered before a final vote was taken by the Road Rally Board. Article numbers refer to the section of the Road Rally Rules to which the change applies.

Operating rule proposals:

1. In the Article 13.C.2 list of recommended (but not required) rally equipment, remove the reference tonight events.

Rationale: Suggested equipment is also useful during day time events.

2. In Article 16 C, add the following language for clarification and safety: If a control immediately follows a traffic control device such as a traffic light, blinker, stop sign, or yield sign, a pause will be given or the average speeds will be set so that the contestant shall not be required to exceed the legal speed limit following a typical delay at that traffic control device in order to recover any time lost prior to that control.

Rationale: This change emphasizes to organizers that competitors must be given sufficient time to recover after a traffic control device.

Class definition proposals:

3. Change the descriptions of Classes L and S as shown below.

Class S (Stock): Any distance information used for timing calculations must be visually acquired from the vehicle's stock, non-adjustable odometer in the stock location. Any calculating device may be used as long as the distance information from the vehicle's stock odometer is manually entered into the device. GPS odometers may be used in this Class only if their information is NOT used for any calculations or for any determination of earliness or lateness.

Class L (Limited): If distance information is derived from either the car's electronic system, from the car's speedometer cable, or from pulses generated by the movement of the vehicle (for example, magnets mounted to the drivetrain), then calculating devices are limited to those that require manual entry of this distance information. Examples: Curta calculator, tables, laptop computer, programmable and non-programmable electronic calculators. If the distance information is derived solely from GPS signals, then any electronic app may be used. Examples: Richta apps, Michael Young apps.

Class E (Equipped): There are no restrictions on calculating equipment in this

Class. Typical calculating devices in this Class include: Alfa, Chronar, Timewise, and Zeron rally computers.

Rationale:

- a. Class S is for cars that calculate using the stock tenth reading odometer and for cars that aren't calculating at all.
- b. Calculating with apps that use GPS for mileage will be in Class L. These apps report mileage to a resolution of 0.01 or 0.001 mile and this gives them a distinct advantage over teams using the stock tenth reading odometer. Yet they are not competitive with the dedicated rally computers in Class E that measure distance by using pulses generated by movement of the car.
- c. Cars using GPS solely as a map or as an odometer and not doing any calculating with that distance information may still run in Class S.

Championship Series proposals:

4. In 2017, Article 8D of the RRRs (Championship awards) was changed to say that in the event of a tie in the year end Championship standings, the next position would be vacated. It is proposed that this rule be changed back to the way it was prior to 2017, that is, in the event of a tie the next position would NOT be vacated.

Rationale: This change returns to the mode of operation prior to 2017 and allows for the situation where drivers and navigators who compete together achieve the same result in the championship standings. If a team finishes in first place (two individuals tied for first) then the next position awarded is second place.

5. Remove the requirement for a competitor to enter at least one National rally to be eligible for a year end award in a National Championship.

Rationale: Elimination of unnecessary obstacle to participation in National Championship. This proposed change received broad support from the rally community.

6. The RRRs state that worker's points are limited to 20 points per Series (Course/Tour/GTA) per year. It is proposed that the rule should be changed to allow 20 worker's points per class in each series per year. For example, a person could earn 20 worker points in both Class E/Course and Class S/Course.

Rationale: This change brings the rulebook into agreement with current practice.

7. Update the aspect of Article 9.C that says General Instructions must be mailed via First Class mail to say that General Instructions may be sent via email rather than first class mail.

Rationale: This change brings the rulebook into compliance with current practice.

APPENDIX D

Summary of changes to the RallyCross Rules for 2018:

1. Clarify that the duties of the Event Technical Inspector do not include determining whether a vehicle is class compliant.

4.4.D. The Event Technical Inspector shall ascertain that ~~competition the~~ vehicles comply with the **RXR requirements of Section 3.1 Eligible Vehicles and Section 3.2 Vehicle/Driver Safety** ~~general vehicle eligibility requirements of~~ and any supplementary regulations. **Technical inspectors are not responsible for determining a vehicle's compliance with the preparation allowances for that vehicle's class.** Competitors are directed to Article 5.3.D for protest ~~s~~ information regarding class eligibility.

2. Consolidate the waiver requirements for participants and spectators.

4.2.H. All **attendees** participants, including competitors, workers, crew members, **spectators**, and guests must sign the SCCA waiver form. ~~Spectators should sign the waiver.~~

~~4.2.R. All spectators shall complete a waiver as required by SCCA and its insurance carrier. See www.scca.com for guidance on waivers.~~

3. Specify that alternate mounting hardware for body panels and trim pieces is allowed as protective equipment and that OEM underbody panels may be removed if replaced by an allowed skidplate.

3.3.C.4. The addition of protective equipment is allowed with the following exceptions:
a. ... and strut caps to prevent failure of strut mounts. **Mounting hardware for bumper covers, fascias, body panels, undertrays, and trim pieces may be replaced with alternate components. Any alternate mounting hardware shall only serve to reinforce the mounting mechanism of the panel or body part and shall not provide any performance advantage or weight reduction.**

Examples of non-compliant modifications...

c. Skid plates protecting suspension and drivetrain components may only be made out of metal, composite materials or plastic derivatives. **Skid plates may supplement or replace OEM skid plates or underbody protection.**

4. Specifically state that electric and hybrid vehicles are eligible to compete in Stock and Prepared classes.

3.1 A RallyCross event is open to any fixed-roof, four-wheeled, mass-produced passenger vehicle ~~(including convertibles with a factory hardtop attached, targa types with factory panel in place, t-tops with factory panels in place)~~ that can pass safety inspection. **This includes electric and hybrid vehicles, convertibles with a factory hardtop attached, targa types with factory panel in place, and t-tops with factory panels in place**

5. Revise the windshield safety rule.

3.2.S. Cracks are permitted to the outside layer of the laminated windshield only. A windshield that has experienced object penetration and/or has deformation is not allowed. Any form of windshield separation or delamination from the body of the car is not allowed. ~~The windshield may have one single crack. A crack that has branches, multiple cracks or deformation of the windshield is not allowed.~~

6. Allow wheel diameter changes of +/- 1" in Stock classes.

3.3C.12. Any type wheel may be used provided it complies with the following:

- a. Wheel diameter may be increased or decreased one inch (1") from the OEM wheel;**
- b. Wheels must be of the same ~~diameter and~~ width as the OEM wheel;
- c. Wheel offset (backspace) must be within 0.394" (10mm) of **the OEM original-** ~~equipment~~ wheel offset. Wheel spacers are considered part of the wheel.

7. Allow front OR rear sway bar changes in Stock classes.

3.3.C.14. One ~~The front~~ sway bar may be added, replaced or removed. A replacement ~~front~~ sway bar may serve no other purpose than originally intended by the vehicle manufacturer. In the case where the ~~front~~ sway bar is also a suspension locating link, stock geometry and methods of attachment must be maintained.

8. Allow alternate pulley sizes on superchargers in Prepared classes.

3.3.D.5. The intake system upstream from the throttle body may be replaced with any material. Forced induction components cannot be changed or added (turbochargers, superchargers, intercoolers). Turbocharger boost regulation systems, either electronic or mechanical, may be modified or replaced. **The pulley on the supercharger may be replaced with an alternate size along with the supercharger drive belt.**

9. Add the new Open category to the rules.

Add Section F. Open category to Section 3.3. VEHICLE CLASSIFICATIONS.

10. Restructure Section 4.2.C to more clearly state that passengers are not allowed at National events).

4.2.C. Passengers are not allowed during competition runs at National events.

At non-National events, one (1) passenger is allowed to ride in an approved seat located in the forward-most occupant area of a vehicle that has passed tech inspection (3.3A-N) and is registered for competition on that day. ...

Participant waivers:

The individual (parent/guardian, as appropriate) has completed ... an individual would be allowed at events where a passenger is permitted. ~~Passengers are not allowed during competition runs in National Events.~~

APPENDIX E

Recommended Items for 2018

The following are proposed rule changes made by the Club Racing Board. These items will be presented to the Board of Directors for approval at their next meeting. Comments, both for and against, should be sent to the Club Racing Board via <http://www.crbcca.com> or www.clubracingboard.com. If approved, these rule changes will become effective 1/1/2018. The letter number, Fastrack month, author, and title precede each proposed rule.

AS

1. #22838 (December Fastrack - Kevin Fandozzi) AS Restricted Prep Feedback
Thank you for your feedback. 9.1.6.D.1.I.2.a. allows for factory equivalent clutch pressure plate and disc.

Add to the Specification Line Notes for the Chevrolet/Pontiac Camaro and Firebird (both 93-97 and 98-02): *Upgraded synchros permitted.*

B-Spec

1. #22592 (December Fastrack - John Bauer) Clarify Tire/Wheel Size
Change section 9.1.10.E.8 to reflect the following:

8. Wheels: Required ~~minimum~~ wheel/rim diameter is fifteen inches (15"). Maximum wheel/rim width is seven inches (7"). Minimum Wheel/rim weight shall be 13 lbs. All wheels shall be one-piece metal castings or metal two piece welded. All four wheels must be the same dimensional offset. Aftermarket wheel studs and/or wheel bolts are allowed. Wheel bolts may be replaced with studs and nuts. Wheel spacers are allowed, the same thickness spacer must be used on all four corners.

2. #23007 (December Fastrack - Darren Seltzer) Update Tire Requirement in 9.3.44
Add B Spec to the section 9.3.44 Tire Rule

9.3.44. TIRES

Tires shall be 124 ("U") mph rated or better unless otherwise specified or controlled. In the Improved Touring, Super Touring, American Sedan, Spec Miata, *B-Spec*, and Touring categories, any U rated, or better, DOT approved tire ~~are~~ **is** required. Re-grooving of tires by any method once the tire has left the manufacturer is not permitted. Recapped, or re-grooved tires are not allowed. Tire size is unrestricted unless otherwise stated. The only modifications allowed to tires are having treads "shaved" or "trued."

P1

1. #22959 (December Fastrack - Formula/Sports Racing Committee) Remove 9.1.8.C.B.4 and P1 Engine Table Line J

9.1.8.C.B.3 permits two-seat cars to compete in the P1 class subject to certain restrictions within the P1 rules. At the time the P1 rules were developed, the true performance level of the Group CN car was unknown and because of the cockpit and underbody configuration it was expected to be inferior to the performance level of single-seat P1 cars, so specific allowances were made for the CN car within the P1 rules. On-track performance demonstrates that current CN cars have no deficiencies when compared to other P1 cars. The CRB therefore recommends that Group CN cars be required to run without separate restrictions and allowances consistent with the general provisions for two-seat cars in the current P1 rules.

Remove 9.1.8.C.B.4 in its entirety. Remove Line J of the P1 Engine Table in its entirety and

change lettering of the below lines in the Table.

P2

1. #22694 (December Fastrack - Paul Decker) Request to Allow Dual Element Rear Wings in P2
Effective 1/1/18, in P2 Table 1 (Spec Line Cars), AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, and converted F5 cars spec line, make the following changes:

Notes: "Minimum width 55 inches. Must meet all P2 requirements except the following: Wings up to 16.5in cord *of* single or *dual* element ~~only~~; unrestricted end plate on end mounted wings. Converted F5 cars must meet all P2 non-spec line requirements except Minimum width is 55 inches."

Effective 1/1/18, in P2 Table 1 (Spec Line Cars), AMAC-AM5, Fox-2 Seater, Zephyrus, Decker 1/2 spec line, make the following changes:

Notes: "Minimum width 55 inches. Must meet all P2 requirements except the following: Wings up to 16.5in cord *of* single or *dual* element ~~only~~; unrestricted end plate on end mounted wings. Decker 1/2: minimum width 52 inches."

HP

1. #23081 (December Fastrack - Steve Sargis) Level 1/2 1500 Spitfire in HP
Thank you for your letter. In HP, Triumph Spitfire Mk. III & IV, prep level 1/2, make the following changes:

Triumph Spitfire Mk. III & IV *1500*

Valves: *1500: (I) 1.44" (E) 1.17"*

Track: *Mk.IV and 1500 rear track: 54.6"*

Notes: *1500- alternate intake manifold- Pierce #J15-1952 allowed.*

Prod

1. #23082 (December Fastrack - Steve Sargis) Alternate Carburetors in the Note Section of Specification Line
In GCR section 9.1.5.E.1.b.1 and 9.1.5.E.2.b.1., add the following paragraph at the end of the subpart:
If the specification line for a car references auto-type carburetor(s), permitted carburetors are:

1. *Weber*
2. *Solex*
3. *SK*
4. *Mikuni*
5. *Delorto*
6. *Berg*
7. *PMO*
8. *EMPI*
9. *Zenith*
10. *Stromberg*
11. *SU*
12. *Rochester*

SM

1. #21821 (December Fastrack - Marc Cefalo) Clarification Needed on Alternate Sway Bar Allowed for 94-97 cars
Thank you for your letter. Change 9.1.7.C.3.a.4.:

K-SPEC-M5-SUS8 or may use adjustable 24 mm front bar from Eibach kit 0000-04-5302-EB.
Eibach kit - front/rear bars 0000-04-5303-EB
Front 27mm non-Adjustable
Rear 15mm Adjustable

*-or- Eibach kit - front / rear bars 0000-04-5305-EB / Eibach 5515.320
Front 24mm Adjustable
Rear 15mm Adjustable*

2. #21854 (December Fastrack - John Bauer) Shock Spec Data Review
Add to 9.1.7.C.3.a.1.:

1. Shocks (including internals) must be as delivered by Bilstein/Mazda. No modifications to the compression and/or rebound forces are allowed.

3. #22615 (December Fastrack - John Bauer) Fog Light Removal
Add to GCR to reflect common practice:

9.1.7.C.6.k: (body/structure addition) *k. Fog lamps may be removed. If fog lamps are removed, lamp openings in the front fascia must be blocked to not allow air flow through the opening. Any means of blocking air flow shall not serve any other purpose.*

STL

1. #22464 (December Fastrack - Richard Pannell) Allow All Turbo 13B Engines With Turbo Removed
Change 9.1.4.2 B.

Forced induction is not permitted in STL. Forced induction engines, ~~2.0 liters and under~~, may be approved to remove turbo/super chargers on a case by case basis. Engine must comply with all STL regulations.

Change Table A

Mazda 13B Add to Notes: *Turbo 13B engines may be used with turbo(s) removed. Must use intake from non turbo 13B.*

T2

1. #23174 (December Fastrack - CJ Moses) Cold Air Intake for Evo 8/9 Specification Line
Thank you for your request. In T2:

Mitsubishi Lancer Evo 8/9 / RS / GSR / MR (03-06)

Add to notes: *Buschur Racing Part# EVO-31023 permitted.*

T3

1. #23094 (December Fastrack - Eric Heinrich) Alternate OEM Brake Caliper Allowance for T3
Audi S4/S5

Thank you for your request. In T3:

Audi S4 (12-14)

Audi S5 (13-14)

Add to notes: *Q5 OEM brake calipers, part #8R0615107G and 8R0615108G permitted.*

2. #23180 (December Fastrack - Timothy Wise) Spec Line in T3 for the 2006-2015 'NC' Mazda MX-5

Thank you for your request. In T3:

Mazda MX-5 NC (06-15)

Add to notes:

2009-2012 Mazda RX8 front hubs allowed. Mazdaspeed MX-5 Roof permitted #0000-07-5901-CC or #0000-07-5901 (discontinued DG Motorsports). MS-R option permitted. Suspension package permitted that includes the following parts: front springs #0000-04-9700-08, rear springs #0000-04-9400-07, helper springs #0000-04-HLPR-EB, F/R sway bar kit #GRM5-8MD16, front end links #0000-04-5499, rear end links #0000-04-5498.

Below are items returned to the CRB after the November BOD meeting. Changes have been made with the approval of BOD liaisons to the CRB.

GCR

#21682 (September Fastrack - Robert Crawford) Change GCR to Allow Regions to Accept Event Registrations Earlier

Thank you for your request. Change Appendix B, Section 1.4:

1.4 SUPPLEMENTAL REGULATIONS AND ENTRY FORMS

Organizers shall not *may* distribute Supplemental Regulations or Entry Forms for an SCCA event prior to obtaining an SCCA sanction.

#21993 (October Fastrack - Greg Amy) In Appendix C., Allow FAA BasicMed in Lieu of SCCA Physical

Thank you for your letter. Change Appendix C., 2.1.A.:

A. Everyone who applies for an SCCA Competition License or Permit must submit a completed SCCA Physician's Examination and Medical History Form, a completed Federal Aviation Authority medical form, *an FAA BasicMed form*, or a *complete* NASA approved *Medical Evaluation* form. For the purposes of SCCA competition licensing, the term "form" refers to any of these. The form must be submitted every 5 years for applicants ages 14-39; every 3 years for applicants ages 40-49; every 2 years for applicants ages 50-69; and every year for applicants' age 70 and over. The examination date cannot be more than 6 months before the Competition License or Permit application date. A new Form is not required for a 14 year old Novice Permit holder or Novice Permit holder applying for a Full Competition or Vintage License, provided the current Form is within the specified term for his age group. The form remains valid for an SCCA license only when a member maintains continuous SCCA membership and permit or license.

APPENDIX F

I. FORMULA ENTERPRISES PREPARATION RULES

1. Definition

One design, fixed specifications, open cockpit, single seat Formula car with Mazda 2.3 engine. Cars are packaged and sold by SCCA Enterprises (**Enterprises**), ~~Inc.~~. All replacement parts are supplied through ~~SCCA Enterprises, Inc.~~, and shall be official Spec Formula Car parts except where noted in J.4. No modifications may be made to any part or system unless specifically permitted in these rules.

(Skip to 7, no changes from 2-6)

7. Engine and Drivetrain

a. Engine

1. NO MODIFICATIONS ARE ALLOWED EXCEPT WHERE SPECIFICALLY AUTHORIZED WITHIN THESE RULES. This includes all fuel injection and engine management components, including exhaust, cooling, electrical and lubrication systems. All systems are subject to test procedures and must conform to OEM specifications as stated and supplied by Enterprises. All fluids, except fuel, are unrestricted.

2. Enterprises, ~~Inc.~~, seals on the engine, and other components shall remain in place at all times. All engines shall be rebuilt, checked on an engine dynamometer, and sealed through Enterprises.

3. Engine maintenance, which is permitted, includes the replacement, but not modification of external engine and engine systems parts.

4. There are six (6) seals on the engine. Two (2) on the timing cover, two (2) on the top of the valve cover, and two (2) on the oil sump. They may not be removed or tampered with.

5. All rubber oil lines may be replaced with braided metal-covered (Aeroquip type) lines. Hose clamps may be installed on the rubber oil lines.

6. Intake manifold: No modifications are allowed. Absolutely no porting or the addition of material is allowed. No coating **or painting** is allowed on the exterior or interior of the **intake** manifold.

7. **Only Engine Control Units (ECU):** Manufactured by MBE **and or Performance Electronics** sealed by Enterprises. ~~Tampering~~ **Modification** of the ECU, ECU program, ~~seal~~, wiring or sensors is prohibited. **ECU's are password protected.**

8. The flywheel weight is a minimum of 2.6 pounds for the Enterprises supplied flywheel. No modifications to the flywheel with the exception of normal resurfacing for clutch wear are allowed.

9. No modification to the crankshaft dampener is allowed.

The following parts must be used:

10. Clutch: Enterprises supplied clutch and flywheel contained in kit #WM701000A, Piston #WM701004A, Throw out bearing #WM701006A, Small O-ring #WM1010405, Large o-ring #WM1010406, Flexplate and Ring Gear # WM1101053.

11. Spark Plugs, Part # NGK PTR5F-11, ~~NGK ITR5F-13~~ **NGK TR5AI-13**, or Motorcraft # AGSF32FEC.

12. Fuel Injectors: Part # WM591929

13. Throttle Body: Part # WM591930 **or WM591930-Jenvey (used with PE ECU only)**

14. Fuel Filter: Any 10 micron fuel filter may be used as long as it performs no other purpose than to filter fuel.

15. Air Filter: Part # WM301020

16. Exhaust systems may be thermal coated or wrapped.

17. A heat shield between the engine block and the exhaust system is recommended for the purpose of protecting hoses, shifter cable, and wiring from the heat of the exhaust.

18. An Enterprises muffler kit part #WM1131046 **(with packable muffler #WM301040A) or muffler kit part #WM1131047 (with no pack muffler #WM301063)** is required. The muffler may not extend beyond the back of the transmission. An additional muffler may be added to accompany the stock muffler as needed to meet sound requirements.

19. An optional air to oil cooler is allowed. The maximum core size is 13 inches wide by 6.5 inches high. No water to oil heat exchanger is allowed.

20. An optional Enterprise alternator kit is allowed, Part # WM1100101

b. Transmission

1. The ELITE 5 speed sequential transaxle or SADEV 6 speed sequential transaxles supplied by Enterprises is are the only permitted transmissions. The casting has to remain original. No internal or external modification (including lightening) other than normal racing repair or as noted below

a. "SADEV Only" When tested and proven "Flat shift" may or may not be used, competitor's choice, only approved method is PE Electronics ECU with SADEV shift sensor. Optional "Auto Blip Kit" may also be used when tested and proven.

b. "SADEV Only" 7-2018 SADEV gear box will be run as a sealed unit, can be serviced and inspected by CSR or approved SADEV service center. At event damage can be inspected / repaired / resealed if necessary by CSR or approved personnel.

2. ELITE Transmission servicing, replacement and modification of internal components is permitted by the competitor.

With the following exceptions:

a. All components must be ferrous metal, except for bearing retainers and bearing cages.

b. Components manufactured by alternate manufacturers are permitted. Replacement components must be direct replacements to the original components. Absolute minimum weights are listed below.

3. The rear cover plate may be manufactured or remanufactured using aluminum.

4. Only approved ratios:

a. ELITE

Only the following gear ratios are permitted:

1st-gear combination 12:29 Ratio number 2.41

2nd-gear combination 15:28 1.86

3rd-gear combination 16:24 1.50

4th-gear combination 18:22 1.22 or 20:25 1.25

for 2011 beginning 2012, only 20:25 1.25 5th-gear combination 24:26 1.08

b. SADEV

1st 14:33

2nd 16:30

3rd 17:26

4th 19:25

5th 23:26

6th 26:26

(All SADEV ratios are under review and could be updated prior to sealing date)

5. Differential – ELITE Only final drive ratio allowed is 12:33 2.75 Or SADEV 10:31 The differential must remain an open, differential. No limited slip mechanism is allowed. Differential must work as supplied (no tightening of the differential to limit slip.) Must be able to use existing components.

6. Polishing, shot peening, REM© Isotropic treatment, heat and cold treatments are allowed. No coatings or plating is allowed.

7. "ELITE Only" Any mechanical device may be used between the shift lever and the transmission barrel to provide the required actuation. No electronic or pneumatic devices are allowed. Gear position indicators are allowed for both transmissions.

8. Shift Throttle cable is free, but must remain cable operated. all mechanical force provided by the driver.

MINIMUM WEIGHTS OF THE FOLLOWING PARTS

Elite

Differential Housing (both parts including bearings) complete 7.4 lbs.

Ring Gear 3.6 lbs.

Pinion Shaft 4.0 lbs.

1st gear 2.7 lbs.

2nd gear 1.2 lbs.

3rd gear 1.1 lbs.

4th gear 1.1 lbs.

SADEV

2.85 lbs.

4.05 lbs.

1.35 lbs.

1.75 lbs.

1.35 lbs.

1.45 lbs.

1.35 lbs.

5th gear 1.0 lbs.
6th Gear N/A

1.35 lbs.
1.30 lbs.

8. Suspension

- a. NO MODIFICATIONS ALLOWED. Adjustments are permitted within the limits of the suspension and steering components. All rod ends shall be engaged at least 1.5 times the diameter of the end.
- b. Front Springs: 600 lbs. ± 25 lbs. **Faulkner Part # WM203008 or Hypercoil Part # WM203011**
~~Wire size shall measure .360" \pm .005".~~
- c. Rear Springs: 1000 lbs. ± 25 lbs. **Faulkner Part # WM203009 or Hypercoil Part # WM203012**
~~Wire size shall measure .410" \pm .005".~~
- c. Competitors may use the entire travel of all suspension adjusted components as delivered. Alternate parts are not allowed.
- d. All suspension parts shall have the SCCA code embedded (a label/or an Enterprises stamp) in the part. If they do not it is required to return part to Enterprises for proper labeling.
- e. Rod ends may be replaced with rod ends having specifications equal to or greater than the OEM supplied rod ends. This includes dimensional material and strength specifications. Replacement rod ends shall be capable of being installed with no modifications to any original components.
- f. Anti-roll bars (sway bars) may be disconnected, but not removed.
Anti-roll bar sizes:

Front

Main Shaft 0.875" OD \pm .005" Top Tee .750" x .135" wall, \pm .005"

Length: 7.5" maximum end to end

Rear

lower stalk .615" Dia. \pm .005"

Upper stalk .765" \pm .005"

Arm length 5.470" shoulder to shoulder

Optional: Front rotating blade Anti-roll bars

PN: WM201023 Blade Minimum thickness 0.155" \pm .005"

PN: WM201022 0.590" \pm .005 Main Shaft Length 6.006" + .010"

PN: WM201029 0.875 +/- .005" Main Shaft Length 6.006" \pm .010".

PN: WM1121008 0.590" Full Bar kit / Cockpit adjustable.

PN: WM1121010 0.875" Full Bar kit / Cockpit adjustable.

PN: WM1121007 0.590" Bar Kit / set screw lock.

Optional: Rear Adjustable Anti-roll bar Part # WM1102026

9. Shocks

- a. NO MODIFICATIONS ALLOWED. 4 Bilstein Shocks, Part # WM203001 or 4 Penske shocks, Part # WM1180090. Same type on all 4 corners.
- b. Only shims provided on the shocks are legal (no bump rubbers, packers or modification to shims).
- c. Adjustments for the Bilstein will be at the spring perch and with pressure (if rebuilt). Adjustments for the Penske will be at the spring perch or with the rebound adjuster.
- d. Bilstein shocks may be used in the original configuration or may be rebuilt. Both shock types can only be rebuilt by Enterprises or its authorized rebuilder.
- e. All shock absorbers must be sealed by Enterprises or its authorized rebuilder.

10. Steering

NO MODIFICATIONS ALLOWED, except as described within these rules

- a. An alternate steering wheel may be used. "Butterfly" style steering wheels are not allowed.
- b. Upper steering shaft may be modified to accept an alternate steering wheel and/or hub (if applicable). It may also be modified to accommodate a larger driver.

c. Optional steering arm Part # WM204008A can be used and allows more adjustability.

11. Brakes

NO MODIFICATIONS ALLOWED, except as described within these rules. Only the AP 4 PISTON CALIPER

BRAKE SYSTEM AS SUPPLIED WITH VENTED ROTORS as supplied by Enterprises shall

be used

- a. Brake pads as labeled and supplied from Enterprises.
- b. Brake rotors are used as delivered, no drilling or lightening is allowed. Minimum Diameter is 10.450”.

Part # WM801002x Left, Part # WM801003x Right. Min width is .600”

- c. Master cylinders must be the Girling type.

Front master cylinder is .700” piston diameter, Part # WM802005

Rear master cylinder is .750” piston diameter, Part # WM802006

- d. Calipers must be AP 4 piston. Part numbers are:

LF # WM802004 RF #WM802003

LR # WM802002 RR # WM802001

- e. Brake lines are free (no plastic allowed).

12. Wheels (Only wheels supplied by Enterprises)

NO MODIFICATIONS or MACHINING ALLOWED Aluminum racing wheel supplied from Enterprises with SCCA

logo. If logo is worn off or wheels that have been painted or powder coated, wheels must be inspected by

Enterprises or one of their designated Customer Service Representatives and logos replaced.

Front: 8 in X 13 in Part # WM 205001

Rear: 10 in X 13 in Part # WM205002

- a. All wheel bearings shall be run with grease (not oil), no special coatings are allowed, and the bearing grease seal shall be intact. No ceramic wheel bearings are permitted.

- b. Wheel spacers are not allowed.

13. Tires

Tires must run in sets of 4 as stated below:

DRY

American Racer

Front: P/N: JE3C3, 22.0 X 8.0-13S

Rear: P/N: JE3MA, 22.5 X 10.0-13S

or

Front: P/N: JFEC3, 22.0 X 8.0-13S

Rear: P/N: JFEMA, 22.5 X 10.0-13S

WET

American Racer

Front: P/N: JWWC3: 22.0 X 8.0-13

Rear: P/N: JWWMA, 22.5 X 10.0-13

- a. A competitor shall start the race on at least 3 tires used in a qualifying session for the race as identified by markings made on the tires by a race official. It is the responsibility of the competitor to ensure that his or her tires are appropriately marked prior to (e.g. on the false grid), during, or immediately after (e.g. as the car leaves the track) a qualifying session.
- b. For races with more than one qualifying session, a competitor shall start the race on any 3 or 4 marked tires from any qualifying session for the race.
- c. If a competitor chooses to start the race on any more than one tires that was not used in a qualifying session for the race and not appropriately marked, the competitor shall forfeit his or her grid position and start from the back of the grid. This forfeiture of grid position shall not apply if all qualifying sessions for the race were run under rain or wet conditions.
- d. A complete set of four (4) rain or wet track tires may be used at the competitor's discretion for any race. Rain tires may be in new or used condition and require no special marking if used as a complete set of four.

14. Electrical System

NO MODIFICATIONS ALLOWED, except as described within these rules.

- a. Wiring harnesses must remain as delivered.

b. Battery ~~is free~~ may be replaced with a larger one as long it remains in the ~~same~~ original location **and securely fastened.**

c. Battery wiring is free. Car must shut off when master switch is turned off. **Jump battery quick connect plug is allowed.**

- d. Any instrumentation is allowed.

e. Data acquisition is allowed, no telemetry is allowed.

f. Any rain light is allowed.

15. Weight

The car shall weigh ~~4270~~ **1260** lbs. minimum, including the driver.

a. Ballast must be placed between the front dash bulkhead and the front engine bulkhead.

They shall be fastened securely to the floor with flat head 5/16 bolts, washers and nuts on both ends of the weight.

16. FE2 2.0L MZR

FE's with the new optional 2.0L MZR engine will be classed as "FE2" and will use the class designation FE2. The FE2 will run as a parallel class to the FE (2.3L engine) class. When SCCA Enterprises is unable to service the FE's 2.3L engines, the 2.0L MZR engine will become the only Major's or National Class competition engine, at a certain time "TBD" the FE 2.3L will become Divisional or Regional Only Class Car.

2018 competition season going forward the Optional 2.0L MZR motor can be used in all SCCA events. It shall run under all FE Preparation rules excepted as noted below:

a. 2.0L MZR may be run with an Elite 5SPD or a Complete SADEV 6SPD transmission Kit

Must use the following:

b. 2.0L only Intake Manifold Part # WM30106

c. Throttle Body Part # WM591930-Jenvey

d. PE ECU Kit Part # 1192012

e. Nippon-Denso Alternator Part # WM902127

f. Oil Filter Adaptor Part # WM301050 & Oil Filter Part # G301022

g. PCV Valve Part # WM391502

h. Weight The car shall weigh 1250 lbs. minimum, including the driver.

i. 16" MAZDA logo on each side of the engine cowling and the Mazda wing & name logo on the front center of the nose cone. These are mandatory decals.

17. Accessory Items

a. Mirrors are free.

b. Two-way radios may be installed in the car. All components shall be securely attached and approved by Tech inspection.

c. Racers tape may be used to repair crash damage, or as a precautionary means of securing the body retaining latches. Crash-damage is defined as having occurred during the current event, and the tape should be of an appropriate color if possible. Taping of body joints is not allowed

d. The spark plug wires may be fire sleeved and may be loomed, but must be original Mazda wire as supplied by Enterprises.

e. Engine compartment fluid hoses may be insulated using heat shield or wrap.

f. Front and rear tow hooks are required, see GCR section 9.3 Towing Eyes.

g. Enterprises P/N Part # WM11592302 Throttle Cam/Cable Update is recommended.

h. Enterprises P/N Part # WM114001 Thermostat Kit is permitted.

i. Enterprises P/N Part # WM801004 Rotor Temp Bands are permitted.

j. Enterprises Part # WM301062 Intake air baffle

18. Updates

Provisions will be made for updates on all safety and mechanical improvements. When part updates are needed, because of reliability, supply or obsolescence, testing of parts from alternative, updated sources with direction and approval from SCCA Enterprises may be used in sanctioned events. Such updates will be effective when finalized by Enterprises, announced by the National Office, and published in Fastrack.

19. Vehicle Logbook

The Vehicle Logbook for each Enterprises Formula Car remains the property of Enterprises and will contain not only the record of technical inspections, but also the major maintenance performed and all transfers of ownership. The Vehicle Logbook number will be the same as the factory chassis number that is stamped on the name plate mounted on the fuel cell behind the driver's shoulders. When the vehicle is sold, traded, or scrapped, the logbook shall be sent to SCCA Enterprises, ~~Inc.~~ 14550 E. Easter Ave Suite 400 Centennial, Co. 80112. The logbook will **then** be reissued to the new owner. When the logbook has been filled, a new one shall be requested from SCCA Enterprises. ~~Inc.~~

A FEE OF \$200 WILL BE CHARGED FOR LOST LOGBOOKS.

The logbook shall be presented at scrutineering for each event entered. All Enterprises Formula Cars are subject to normal safety inspection. Additionally, scrutineers will check each official seal. A competitor may not be barred from competing at a specific event if a seal is broken, damaged, lost or part not properly labeled but the part may be considered suspect and will be treated as such and will be required to be sent back to Enterprises for inspection. If engine cam cover or oil pan seals are broken, damaged, or missing, the engine shall be removed and sent to Enterprises for testing and resealing. The competitor will bear all expenses at the competitor's cost prior to the next event.

4820. Seals

Enterprises engine seals are required for all races. Any competitor who runs an event without all proper engine seals in the required locations shall have his engine removed and shipped to Enterprises for testing and sealing after that event. The competitor will be responsible for all cost incurred by this procedure regardless of the findings, and subject to penalty by the SOM if engine is found to be not as specified.

SCCA Enterprises, Inc., seals are required on all Formula Car Engines.

Any counterfeit engine seal found by an authorized representative of SCCA, Inc., or SCCA Enterprises, Inc., shall immediately render that engine illegal for further use, without need of dyno testing or inspection. SCCA Enterprises, Inc., will not be under any obligation to bring an illegally sealed engine back to legal condition. Penalties shall include all of the following: 19.1., 19.2., 19.3., and 19.4.

4921. Penalties (Specific to Enterprises Spec Cars)

If a competitor refuses to give his engine and/or unlabeled parts for testing per a request of the Chief Steward, the following penalties will automatically be imposed:

- a. Vehicle logbook will be impounded.
- b. Disqualification from a competition or the event.
- c. Suspension of SCCA competition privileges for thirty (30) days.
- d. The car and drive train are suspended from competition until the unit(s) specified by the Chief Steward are replaced.

In a case where a competitor does comply with the Chief Steward's request to have an engine and/or parts inspected and the impounded unit(s) are found legal, the SCCA, will stand all the costs incurred for the testing, including shipping. Should the impounded unit(s) be found illegal, the following penalties will be imposed:

1. Disqualification from a competition or the event.
2. A fine of \$250.00.
3. \$500.00 testing fee plus freight charges paid to Enterprises.
4. Competition privileges will be suspended immediately, and the suspension will continue for a minimum of thirty (30) days after the date when all fines and costs are paid in full and the license is received by the Chairman SOM or the SCCA Topeka Office.
5. For a second illegal drive train offense, the competitor will be permanently disqualified from further Enterprises Formula Car competition.

2022. Enterprises Formula Car Drive Train Protest

- a. Protests shall be filed per the GCR.
- b. Protestor will specify the drive train item suspected (i.e., transmission or engine). The teardown bond to remove the motor and transmission is in three (3) parts:
 1. Remove and replace motor and transmission - \$400.00
 - a. Will be done by an SCCA representative or other shop that is equipped for this type of work and will be paid directly.
 2. Ship motor to Enterprises and test - \$500.00 plus freight and crating charges
 - a. Enterprises will inspect the motor, (item 2), and will notify the Chairman SOM as soon as possible as to the results.
 3. Protest Fee: Regional - \$25.00, National - \$50.00.
 - c. Enterprises shall retain the evidence, and the SCCA shall retain the fee, (item 3), until the period for appeal has passed.
 - d. The Chairman SOM is required to inform Enterprises of the protest using the FE Protest Information Form. A copy of the protest shall be sent to Enterprises.

If the protest proves to be valid and any appeal fails, the protest fee, (item 3), will be returned

to the protestor. Also, the protestee will be required to reimburse the protestor the remaining fees (\$900).

The protestee will not be allowed to compete again until all costs are paid. If found legal, the protestor forfeits fee (items 1 and 2) above.

e. If found illegal, competition privileges will be suspended immediately, and the suspension will continue for thirty (30) days after all costs are paid in full.

f. For a second illegal drive train offense, the competitor will be permanently disqualified from competing in FE competition.

SOLO EVENTS BOARD

SOLO EVENTS BOARD | November 17-19 and 22nd

The Solo Events Board met in person November 17-19 and by conference call November 22nd. Attending were SEB members Mike Simanyi, Brian Connors, Mike Brausen, Bob Davis, Zack Barnes, and Marshall Grice; Bob Dowie of the BOD; Howard Duncan and Doug Gill of the National Staff. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is **1/1/2019**.

Comments regarding items published herein should be directed via the website www.soloeventsboard.com

Recommended Items for 2019

The following subject will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at www.soloeventsboard.com.

Street Touring

#14648 ECU Clarification

Change section 14.10.F as follows:

~~“14.10.F The engine management system parameters and operation of internal combustion engines may be modified only via the methods listed below. **These allowances also apply to forced induction cars, except that no changes to standard boost levels, intercoolers, or boost controls are permitted. Boost changes indirectly resulting from allowed modifications are permissible but directly altering or modifying the boost or turbo controls, either mechanically or electronically, is strictly prohibited. Traction control parameters may not be altered.** Any OE OBD2 or newer communications port functionality must remain. The Check Engine Light (CEL) or Malfunction Indicator Light (MIL) may be disabled via software. **Alternate software maps which violate these restrictions may not be present during competition, regardless of activation.** Only OE sensors equipped from the factory may be used for engine management. **Data acquisition modifications to the wiring and ECU are permitted.**”~~

Replace the current 14.10.F.1 through 14.10.F.6 with the following:

1. *For all model years, the following allowances apply:*
 - a. *The OE ECU may be reprogrammed without restriction.*
 - b. *Fuel pressure regulators may be replaced in lieu of electronic hardware or software alterations. It is not permitted to mechanically alter the fuel pressure regulation AND make other hardware or software changes to engine operation.*
 - c. *Ignition timing may be set at any point on factory adjustable distributor ignition systems.*
2. *For 2005 and older model year vehicles:*
 - a. *A supplementary (“piggyback”) ECU is permitted. It must be plug-compatible with the standard ECU/PCM (no splices) and must connect only between the standard ECU/PCM and its wiring harness.*
 - b. *Electronic components may be installed in-line between an engine’s sensors and ECU/PCM. These components may alter the signal coming from the sensor in order to affect the ECU / PCM operation. Example: fuel controllers that modify the signal coming from an airflow sensor.*

c. VTEC controllers and other devices may be used which alter the timing of factory electronic variable valve systems.

3. 1995 and older vehicles may implement a replacement 'standalone' ECU."

Member Advisories

General

#23426 Solo Nationals Course Designer Positions

Members interested in serving as Course Designers for the 2018 Solo Nationals are invited to submit their qualifications in writing to the SEB via www.soloeventsboard.com

#23622 Award Nominations Requested

Nominations are requested for the Kelly Cup award, and must be received no later than February 19th. The description of this award is as follows:

"To the SCCA member who has shown extraordinary dedication and contributions to a Regional Solo® Events Program. The Kelly Cup is named in honor of John and Pat Kelly for their tireless leadership efforts in developing a strong and sustainable Solo program in the San Francisco Region. Kelly Cup finalists are chosen by the Solo Development Coordinators from nominations submitted by the membership at large, with the recipient selected by the Solo Events Board."

Nominations may be submitted via www.soloeventsboard.com

Solo Spec Coupe

#23342 Rules clarification

The following changes have been approved by the SEB to establish the new Supplemental class SSC:

- Change the title of Appendix B to be as follows:

Appendix B - ***SUPPLEMENTAL CLASSES***

- Change the CAM section to become B.1 as follows:

B.1 Classic American Muscle (CAM)

- Add a new section for SSC as follows:

"B.2 Solo Spec Coupe

Objective:

- To provide an affordable autocross package that combines a streetable car and a capable autocross car using specified parts.*

Car:

- 2013-16 Subaru® BRZ® and 2013-16 Scion® FR-S®.*

Mandatory Parts

- Parts specified below (tires, wheels, and suspension) must be used. All components and parts (e.g., hardware) are required to be installed. Original equipment (OE) or equivalent components are not allowed. Required bumps stops are provided in the Eibach® PRO-PLUS Performance Handling Package.*
- Anti-roll bar end links are restricted to OE.*

o Tires

§ Manufacturer: TBD

§ Size: P225/45-17, UTQG Treadwear Grade 200 or higher

o Wheels

§ Diameter and width (in.): 17x8 (OE 17x7 may be used only as a full set

of 4 wheels.)

§ Offset, including wheel spacer (mm): +40 (40ET or ET40) or greater

§ Minimum Weight, without spacer if used (lbs.): 17, including:

- Wheel weights
- TPMS sensor if installed
- Tire valve stem (type unrestricted)

o Suspension (available from Tire Rack®)

§ Eibach® PRO-PLUS Performance Handling Package, part # TR82105.880, including:

- 82105.001 spring f (2)
- 82105.002 spring r (2)
- 1J0412303(770343) bump stop f (2), ~53mm height
- BS770143 bump stop r (2), ~33mm height
- 82105.320F front anti-roll bar (1)
- UB0346 front bushing (2)
- 82105.320R rear anti-roll bar (1)
- UB0347 rear bushing (1)
- 1J0412303
- 82105.310HK hardware kit (1)

§ SPC Performance® Adjustable Alignment Kit, part # 60620T, including:

- 81305 [(2) EZCam® XR bolts, 14mm]
- 67660 [(2) rear adjustable lower control arm]
- 67655 [(2) rear adjustable toe arm]

§ Koni® Sport struts/shocks with tamper proof seal

- 8741-1560LSSC [(1) left front]
- 8741-1560RSSC [(1) right front]
- 8041-1416SSC [(2) rear]

Authorized Changes/Modifications:

- If a change or modification is not specifically authorized, it is not allowed. All repairs must comply with factory-authorized methods and procedures, or industry standard methods, as follows: If the manufacturer does not provide an appropriate method of repair, industry standard methods and procedures may be used. Such repairs may not result in a part or combination of parts that provides a performance advantage (e.g., significant change to weight, suspension control, power, etc.) as compared to the standard part(s). Competitors are strongly cautioned to use this allowance to make common-sense repairs only.
- Front bumpers, rear bumpers, body trim pieces and attachment points may be reinforced to prevent or repair damage from hitting cones. Reinforcements that are not visible to the exterior of the car are allowed. Such repairs and/or reinforcements may serve no other purpose.
- Wheel spacers are allowed provided the resultant combination with the wheel complies with the offset requirements.
- Wheel lug studs (e.g., length) and lug nuts may be changed.
- Components which are normally expendable and considered replacement parts may be used provided they are essentially identical to the standard parts, used in the same location, and provide no performance benefit. Examples are:
 - o Clutch and related components (excluding flywheel).
 - o Hardware (nuts, bolts, clips, etc.).

- *Parts superseded by Toyota® or Subaru® may be used on either vehicle.*
- *These allowances are strictly to permit components to be replaced from alternate sources other than the original manufacturer. They should not be construed as an allowance to replace components with those which could be considered a “higher performance” alternative.*
- *It is not permitted to use non-compliant parts even if they have been set to the manufacturer’s specifications.*

Bodywork

- *Accessories, gauges, indicators, lights and other appearance, comfort and convenience modifications which have no effect on performance and/or handling and do not materially reduce the weight of the car are permitted. This does not allow driver’s seat substitutions, or the removal of “tow hooks” or “tie- down loops.” Data acquisition systems (including video cameras) and the accompanying sensors are allowed but may serve no other purpose during a run than real-time display and data recording.*
- *Alternate shift knobs are allowed.*
- *Spare tires, tools, and jacks may be removed. Any fastening hardware and/or other pieces that can no longer be firmly secured in the absence of the spare tire may be removed if necessary to ensure compliance with Solo® Rules section 3.3.3.B.1, Safety Inspections, Inspection Requirements.*
- *Driver restraints as outlined in Solo® Rules section 3.3.1, Driver Restraints, are allowed. Seats may not be cut to allow for the installation of alternate seat belts or harnesses. A horizontal “harness bar” may be used as part of the installation hardware for allowed driver restraints provided it has no more than two (2) attachment points to the chassis and is bolted at those locations. A C-type harness bar may also be used; it may have four (4) bolted attachment points to the chassis (2 primary and 2 supporting connections to resist rotation). Truss-type harness bars with more than two (2) attachment points are not allowed.*
- *Cars may add one (1) rear trailer hitch. Factory tie downs and cosmetic pieces (e.g., diffusers) may be modified or removed to facilitate hitch installation. Complete or partial removal of the hitch is allowed for competition, provided it does not result in a reduction in weight compared to the unmodified standard configuration.*
- *Tow bar brackets may be installed and may serve no other purpose.*
- *Any item not permanently in place by manufacturer-installed fasteners may be removed (i.e., emergency tool kits).*

Suspension

- *Alignment*
 - o *Both the front and rear suspension may be adjusted through their designed range of adjustment by use of the specified parts. No suspension part may be modified for the purpose of adjustment unless such modification is specifically authorized by the manufacturer service documentation.*
- *Bushings*
 - o *Suspension bushings as supplied in the kits are mandatory.*
 - o *Those not included in the supplied kits may not be replaced with bushings of a different material or dimension.*

Brakes

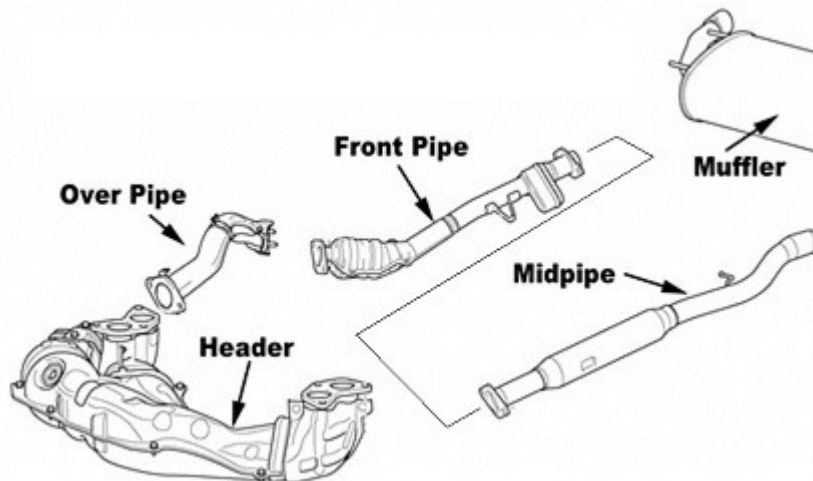
- *The make and material of brake linings (pads) may be changed.*

Electrical System

- The make of spark plugs is unrestricted.
- No changes are permitted to electronic engine management systems or their programming.
- Tire Pressure Monitoring Systems (TPMS) may be disabled. Altering the signal to the TPMS module is allowed.

Engine and Drivetrain

- The engine air filter element may be removed or replaced provided the air flow path remains as originally designed (i.e., no additional openings). No other components of the air induction system may be removed, replaced, or modified.
- The muffler and midpipe (as shown in the following figure) may be substituted provided the system exits the car in one or both original locations.
 - o Weight – minimum, both muffler and midpipe (lbs.): 18
 - o Material for cosmetic exhaust tips is not restricted.
 - o “Track pipes” and “straight pipes” are not allowed.



- Oil filters are unrestricted.
- Engine oil cooler may be added.
- The installation of oil catch tanks or oil separators is allowed provided the function of the PCV system remains functional.
- Silicone replacement hoses are allowed as alternate components provided they meet the requirements of Solo® Rules section 13, Street Category, with regard to size, shape, location, and performance equivalence. Replacement induction system air intake hoses must also match the standard part in stiffness, contour, and internal wall texture.
- Lubricants and fluids are unrestricted.
- Fuel must be Federally-approved for use on public highways and must not exceed an octane rating of 93 [(R+M)/2], with an allowed variance of up to +0.9. Ethanol content may not exceed 15%.”

Note: Engine control unit (ECU) tuning is under consideration for 2019.

Being a new development for SCCA® Solo®, there may be clarifications issued to these SSC rules from time to time. Official notifications will be published in [Fastrack News](#), posted monthly on www.scca.com.

Street Touring

#22522 Drilling holes for remote reservoirs in ST

The STAC would like to thank you for your inquiry. Additional enlarging of center clearance holes, if necessary for suspension reservoir lines, is not permitted per 14.8.C.

Other Items Reviewed

Street

#23248 (Against) Moving the S2000 to CS

Thank you for your input.

Street Touring

#22921 Support of letter 22920

The STAC would like to thank you for your letter.

#22926 Octane Limits

The STAC would like to thank you for your letter.

#23077 STH wheels

The STAC would like to thank you for your input.

#23089 Against Letter 21094 - Unless revised

The STAC would like to thank you for your letter.

#23124 93 octane restriction: For

The STAC would like to thank you for your letter.

Not Recommended

Street

#22590 Wheel offset rule change

Thank you for your input. The SAC believes the wheel offset rule is adequate as written.

#23059 Move MKIV VWs from GS to HS

Thank you for your input. The SAC believes the MKIV VWs are appropriately classed.

#23145 Tesla Roadster Reclassified From SS to AS

Thank you for your input. The SAC believes the Tesla Roadster is appropriately classed.

#23208 Cobalt SS & SS Supercharged reclass to HS.

Thank you for your input. The SAC believes the Cobalt SS is appropriately classed at this time.

Street Touring

#22897 Sky Redline

The STAC has done research on adding the SKY/Solstice to the Street Touring category. Currently it is believed that the car exceeds the performance levels within the current Street Touring class structure.

#23092 MSM from STU to STR

The STAC would like to thank you for your letter. We will continue to monitor the

competitive balance of the car within the class.

Handled Elsewhere

Street

#22929 Elise (non-SC) (2005-11)

Thank you for your input. Please see the response to #20242 in the November Fastrack.

#22955 Please classify the 2018 Mustangs and Camaros

Thank you for your input. Please see the response to #23155 for the Mustang. Regarding the Camaro, which is not anticipated to have any major changes, the SAC will provide updates to the 2018 rulebook to reflect the 2018 models.

#23074 Reclassing the Mazda RX-8 to DS

Thank you for your input. Please see the response to #22282 in the December Fastrack.

#23099, 23102, 23114, 23120, 23231 Feedback on #21094 Octane Rating (various)

Thank you for your input; please see recommendation to the BOD #21094 in the November Fastrack.

#23123 Request Classification: 2017 Chevrolet Bolt

Please see the response to item #22612 in the December Fastrack.

#23162 Honda Type-R Doesn't Belong in Solo D-Street; Move to B-Street

Thank you for your input. Please see the response to letter #22624 in the December Fastrack.

#23243 Camaro ZL1 ILE

Thank you for your input; please see item #22686 in the December Fastrack.

Street Touring

#22903, 22905, 22916, 22920, 22946, 22973, 22990, 22994, 23002, 23003, 23005, 23035, 23037, 23038, 23045, 23050, 23063, 23098, 23136 Comments on item 14648, 14.10.F (various)

Thank you for your letter. Please see the finalized proposal of item #14648 in the November Fastrack and elsewhere herein.

Tech Bulletins

Street

#23506 Errors and Omissions Items From Nov FT

Due to an editing error the following item was listed under Not Recommended when it should have been in the Recommended section in the September Fastrack:

#21519 More expansive, non-performance electronic defeats

Per the SAC, make the following addition to Section 13:

13.9.I

On cars with electronically controlled exhaust pipe valving downstream of the catalytic converter, devices may be added to satisfy the ECU that the OEM component is still installed. Such devices shall perform no other function.

#23155 2018 Mustang I4 Premium Sport Package

Per the SAC, please make the following change in Appendix A:

DS

Ford

Mustang Ecoboost (2015-~~2018~~)

Street Touring

#23506 Errors and Omissions Items From Nov FT

Per letter 19986 published in the March 2017 Fastrack, the Golf R (Mk 7) 2015-2017 was placed in STU. Per letter 21408 in the April 2017 Fastrack, the proposed STH vehicle listing ambiguously listed the Golf R without noting model years. The following listing corrects this error, with the Mk 7 Golf R remaining in STU:

STH

Volkswagen

Golf R (~~2012-2014~~)

ROAD RACING BOARD

CLUB RACING BOARD MINUTES | December 5, 2017

The Club Racing Board met by teleconference on December 5, 2017. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Tony Ave, and Pam Richardson, secretary. Also participating were: Charlie Davis, Bruce Lindstrand, and Marcus Meredith, BoD liaisons; John Bauer, Club Racing Technical Manager and Rick Harris, Technical Manager. The following decisions were made:

Member Advisory

AS

1. #23597 (Club Racing Board) Letter #21799, Tire Rule

The Board of Directors did not approve this rule. Therefore, there is no change for 2018 for tires in American Sedan.

GCR

1. #22432 (Lansing Stout) Balance of Performance Adjustments During the Season

In part, based on the results of the WDYT, the CRB will continue with the current schedule of recommended rule changes, car classifications, performance adjustments and Tech Bulletins.

- New Touring cars will be classified up until March 1st. New classifications will not be made after that date.
- All classes are subject to balance of performance adjustments driven by member requests and available data.
- No competition adjustments will be made after the July CRB meeting.
- Throughout the year, Technical Bulletins will be issued to fix errors and omissions, or to address parts availability issues.
- As in 2017, recommended rule changes after the Convention BoD meeting in January 2018 will be effective for 2019. Extreme cases will continue to be reviewed on a case by case basis.

All Touring Classes

1. #23605 (Club Racing Board) Touring Classes BOP Adjustments

The CRB has made changes to Touring cars in the December 2017 Fastrack and in this, January 2018, Fastrack. Some cars were given more performance and others had performance reduced. Please see these two Fastracks for changes in your class that should help balance performance across your class (REC and TB categories).

No Action Required

FA

1. #23451 (Matthew Gendorn) 2.3 Duratec Engine Information

Thank you for your letter. Please provide reliable dynamometer data for the Renesis rotary with "Street Port or Bridge Port" as permitted in P1 and the CRB will consider your request.

FV

1. #23234 (Derek Harding) FV Spec Tire

Thank you for your letter. A spec tire for FV will not be implemented for the 2018 season however, the FV Ad Hoc committee is working on a plan for the future.

P1

1. #23350 (Keith Carter) CN Changes

Thank you for your letter. The CRB appreciates your feedback. Please see the response to letter #22959.

2. #23439 (Jeff Lederman) P1 Proposal #22959, December 2017 Fastrack

Thank you for your letter. The CRB appreciates your feedback.

GTL

1. #22948 (Mark Ward) SIR Test Procedure

Thank you for your letter. The test is adequate as written. Tech is responsible for testing that spec.

STL

1. #23295 (David Mead) 9.1.4.2.B 13B Turbo Engines in STL

Thank you for your request. Competitors may run a 1" adapter plate for the intake manifold.

STU

1. #23292 (David Mead) Limitations on Rotary Porting in Turbo Applications

Thank you for your letter. Your insight is appreciated.

T2-T4

1. #23293 (David Mead) I Disagree With Interpretation of 9.1.9.2.4

Thank you for your letter. This was clarified in the December 2017 Fastrack, letter #22918.

T4

1. #23256 (David Mead) 2017 Civic EX-T Is T4 Overdog

Thank you for your letter.

Not Recommended

AS

1. #22348 (Kevin Fandozzi) Limited Prep Fourth Gen Camaro LS1 Power Add

Thank you for your request. Changes are in process for other American Sedan cars to balance performance in the class. The CRB does not recommend changes to this car at this time and the CRB will continue to monitor the class.

2. #23049 (Brian Himes) Weight Penalty on Full Prep Cars Over 313 CID

Thank you for your letter. Data analysis indicates that the potential performance for Full Preparation cars with engines over 313 CID at the current weight is comparable to other Full Preparation cars.

FC

1. #23325 (Cade Wilson) Proposal for Alternate Engine Packages in FC

Thank you for your letter. The CRB does not recommend this change.

2. #23326 (Cade Wilson) Allowance of Fit Motor and Small Turbo Kit (To Be Developed)

Thank you for your letter. The CRB does not recommend this.

P1

1. #23580 (Kenneth Driver) Request to Add Decker Mk1

Thank you for your letter. The CRB does not recommend this change. The car is already competitively classed in P2.

P2

1. #22862 (Jay Messenger) Carbon Tubs for Increased Safety in P2

Thank you for your letter. The CRB does not recommend this change, which would involve a substantial deviation from the philosophy of the P2 class. Although carbon chassis cars that

are available on the used car market at a relatively low cost could potentially be converted to P2 cars, these cars would offer a performance advantage in P2 and drive the class forward in speed, which would not be a benefit to the class. Please see the response to Letter #22863, December 2017 Fastrack Minutes.

2. #23371 (Jay Messenger) Mazda ESR motor

The CRB does not recommend this proposal; it is not in keeping with the P2 class philosophy (with limited exceptions) using stock engines. There is no current data, using the SCCA PF formula or on track data, supporting the position the automotive 2000cc engines are at a deficit. Please consider submitting current engine dyno data for comparisons with other class engine platforms.

3. #23372 (Jay Messenger) Spec Line Cars and/or Changes to Former DSR Cars

Thank you for your letter. The CRB appreciates your comments and suggestions.

4. #23530 (Mark Schnell) Request Head Modification For 2L Duratec/MRZ

Thank you for your letter. Please see the response to letter #23371.

GCR

1. #22881 (John Buttermore) Member Poll: Qualifying a Driver with Car

Thank you for your letter. Drivers qualify for the Runoffs not cars. There are too many drivers who rent cars to compete to make them choose one specific car to qualify with.

2. #22936 (PAUL GAUZENS) Amend Section 6.1.1. for Virtual Safety Car

Thank you for your letter. The use of full course Yellow Flags and including the use of other signals to drivers on course can be addressed in the Supplemental Regulations.

3. #22941 (John Tures) Drivers School and Track Night America

Thank you for your letter. The Track Night in America model is to provide a safe environment for people to experience track time. Adding Novice Permit holders to the sessions could intimidate first time participants. Also, Track Night in America does not allow the use of race cars in their sessions.

4. #22966 (David Reynolds) Enforce the 115% Rule

Thank you for your letter. The CRB does not recommend any change.

5. #22983 (Darren Seltzer) Standardize Measuring Camber

Thank you for your letter. The Technical Manual is being currently revised by the scrutineers. The CRB will pass along your comments to them for consideration.

GT2

1. #22828 (Scott McPherson) Reclassify 4 Liter Porsche 997.1 (2008) GT3 Cup Car to GT2

Thank you for your letter. The 2008 997.1 Cup Car did not come with a 4L engine.

2. #23083 (Scott Sanda) TA2 Car Weights

Thank you for your letter. For 2018, the GTCS TA2 rules will be frozen to the 2017 rule set.

GT3

1. #19250 (Tom Noble) 2016 BMW M235i Racing Class Confirmation

Thank you for your request. The car is classified in T2.

2. #22999 (Craig Johnson) Run GT3 Nissan KA24de Weight Penalty

Thank you for your letter. The engine is adequate as classified.

EP

1. #23170 (Dave Kavitski) Weight Adjustment for Porsche and BMWs

Thank you for your letter. Based on the results of qualifying at the Runoffs in EP and the competition history of the involved cars over the years, it is evident the Porsche and BMW are

reasonably competitive but not class over dogs.

2. #23289 (Kevin Leigh) Reduction of Intake Valve for E36 (92-95)

Thank you for your letter. Reducing the weight of a car to offset use of a smaller intake valve is not an accepted way of altering the performance of a car in the Production classes.

FP

1. #23144 (Christopher Finch) Use of Fiberglass or Carbon Doors

Thank you for your letter. The proposed change will not reduce costs and used doors (particularly for the example given-Miata) are readily available.

2. #23159 (Norm Murdock) F Production Capri Spec Line Change Request

Thank you for your letter. The formula for the adjustment of track in Production is applied to all cars and it is not believed any exceptions exist in the specification lines. Alternate rotors are allowed only if the stock rotors are clearly inadequate or present a likely failure point.

HP

1. #23169 (Ron Bartell) Parity in H Production

Thank you for your letter. Actually, the Yaris posted the third quickest trap speed. Based on the results of competition in HP over the last several years and comparing the specifications for the Yaris to other competitive cars in the class it is apparent that while the Yaris has done well, its specifications and performance are within the established range for HP, and the car is not overly competitive.

2. #23437 (Michael MacQueen) Request for Weight Adjustment, MG Midget 1098

Thank you for your request. Hybrid cars have been allowed in the Production classes but with level 2 engine preparation, not with level 1 engine preparation. This car is already classed as a level 1 car with competitive specifications.

SM

1. #23312 (Spec Miata Committee) Rear Control Arm Modification

The CRB does not recommend this change.

STL

1. #23122 (Blake Meredith) Allow Remote Master Cylinders

Thank you for your letter. The CRB does not recommend changing this prep level in STL.

2. #23307 (Charlie Burtoff) Fenders and Wheel Openings Shall Remain Unmodified?

Thank you for your letter. The CRB does not recommend this change.

STU

1. #23062 (John Weisberg) Over Mount Wing Mounts

Thank you for your letter. The CRB does not recommend this change at this time.

2. #23414 (Steven Simpson) Support for Hood Vent Allowance in Super Touring

Thank you for your comments. The CRB does not recommend this change for STL at this time.

T1

1. #22867 (John Buttermore) Remove Restrictor Plate From T1-LP Corvette LS3

Thank you for your letter. The CRB does not recommend this change at this time. TYFL. The results and data for this car show it is competitive as classed, particularly with other changes recommended for T-1 for 2018. Please see the response to letter #23595, Technical Bulletin.

2. #22942 (John Buttermore) Limited Prep Competitiveness

Thank you for your letter. The CRB does not recommend this change at this time. The results and data for this car show it is competitive as classed, particularly with other changes

recommended for T-1 for 2018. Please see the response to letter #23595, Technical Bulletin.

3. #23087 (John Buttermore) Runoffs Performance

Thank you for your letter. The CRB does not recommend this change at this time. The results and data for this car show it is competitive as classed, particularly with other changes recommended for T-1 for 2018. Please see the response to letter #23595, Technical Bulletin.

4. #23369 (Adrian Wlostowski) Rule Change Request for T1-LP C6 Corvette With Stock LS3 Engine

Thank you for your letter. The CRB does not recommend this change at this time. The results and data for this car show it is competitive as classed, particularly with other changes recommended for T-1 for 2018. Please see the response to letter #23595, Technical Bulletin.

T2

1. #22202 (Derek Kulach) 370Z World Challenge Wing/Splitter Allowance

Thank you for your letter. Recent changes have been made to Touring 2. The CRB will continue to monitor the class.

2. #22203 (Richard Kulach) Update the 370Z PWC Crossover Rules

Thank you for your letter. The CRB does not recommend this for T2 and it is beyond the class philosophy. Other changes have been recommended for T2 and the CRB will continue to monitor the class.

3. #22296 (Derek Kulach) Rear Hatch Allowance

Thank you for your letter. The CRB does not recommend this for T2 and it is beyond class philosophy.

4. #22343 (Rob Huffmaster) Make the Pontiac Solstice More Competitive

Thank you for your letter. Changes have been made for this car for 2018. Please see the response to letter #23605.

5. #22344 (Rob Huffmaster) Stock Solstice Turbo Compressor Information

Thank you for providing this information. Please see the response to letter #22343.

6. #22345 (Rob Huffmaster) Borg Warner EFR 6758 Turbo Compressor Information

Thank you for your letter. Please see the response to letter #22343.

7. #22440 (Kurt Rezzetano) 2015-Current Mustang GT Tire Size/Restrictor Plate Size

Thank you for your letter. Please see the response to letter #23605.

8. #22660 (Ryan Upham) Allowance of Rear Gear BMW Part #3318321899 4:10 Gear Ratio

Thank you for your request. The CRB does not recommend this final drive ratio as it did not come with this vehicle. Swapping or adding a final drive is against class philosophy.

9. #22661 (Ryan Upham) Allowance of BMW #51628065379 M235R Rear Wing

Thank you for your letter. The CRB does not recommend this because it was not an option on the car from the factory.

10. #22825 (William Moore) Camaro Competition Adjustment 80mm Restrictor

Thank you for your letter. A restrictor size change is not recommended, however additional changes have been made. Please see the response to letter #23605.

11. #22875 (Donald Harrington) Competition Adjustment for the 2014 Camaro SS/1LE

Thank you for your letter. A restrictor size change is not recommended at this time; however, additional changes were made. Please see the response to letter #23605.

12. #22896 (Scotty B White) Help the S550

Thank you for your letter. Please see the response to letter #23605.

13. #22943 (John Buttermore) Help C6 Competitiveness in T2

Thank you for your letter. Increasing the restrictor size is not recommended for this specification line; however, additional changes have been recommended for T2. Please see the response to letter #23605.

14. #22953 (Carl Fung) Allow GM Crate Motor LS3 in C5 Corvette

Thank you for your letter. The LS3 motor is permitted in the C5 in T1 in limited and full prep allowances. Allowing this motor swap in T2 is not recommended. If you would like to do this swap you should take a look at the T1 limited prep class.

15. #22986 (David Sanders) Increase Tire Size for All Cars in T2

Thank you for your letter. The CRB does not recommend this change.

16. #22997 (Michael Pettiford) Solstice GXP Turbo Adjustments

Thank you for your letter. The CRB does not recommend this. Recent adjustments have been made to this car. Please see the response to letter #23605.

17. #23004 (Harley Kaplan) A Little Help for the E92 M3

Thank you for your letter. The GTS/GT4 wing and splitter is not recommended for T2. Other changes have been made for T2 for 2018. Please see the response to letter #23605.

18. #23090 (John Buttermore) C6 LS3 Restrictor Size Change

Thank you for your letter. The CRB does not recommend this change. Please see the response to letter #23605.

19. #23135 (Thomas "Tom" Noble) BOP Adjustments to the Boss 302 Mustang for 2018

Thank you for your letter. The CRB does not recommend this change. Please see the response to letter #23605.

20. #23245 (Howard (Buz) McCall) BMW E92 Adjustment Request

Thank you for your letter. This is not recommended, however other changes have been recommended for T2. Please see the response to letter #23605.

21. #23294 (Derek Zalewski) Chevrolet Camaro SS/1LE - Optional Allowances Request

Thank you for your letter. Recent changes have been made for this car. Please see the response to letter #23605. The parts you are requesting with the exception of the aero are already permitted in the T2 category rules.

T2-T4

1. #22895 (Scotty B White) Camber Rule

Thank you for your letter. The CRB does not recommend this change at this time.

2. #22912 (Joe Aquilante) Help Performance of T3 Mustang V6

Thank you for your letter. Please see the response to letter #23605.

3. #22915 (Joe Aquilante) T4 2005-2010 Mustang Weight and Restrictor Reduction

Thank you for your letter. Please see the response to letter #23605.

4. #22984 (Darren Seltzer) Adjustment of Camber Allotments for Touring

Thank you for your letter. The CRB does not recommend this change. The max camber rule of 3.0 is adequate as written and allows all T4 cars a method to get to 3.0 max camber.

5. #23075 (Matthew Miller) Help Mustang

Thank you for your letter. Please see the response to letter #23605.

6. #23250 (Joe Aquilante) Allow More Front Camber

Thank you for your letter. The rule is adequate as written and the CRB does not recommend changing this.

7. #23374 (Raymond Blethen) Remove Allowance for Eccentric Bushings in 5.1.a T2-T4

Thank you for your letter. The rule adequate as written.

T3

1. #22663 (Lenny Torrence) Allow Alternate Radiator and Ball Joints for Mustang

Thank you for your letter. Radiators are open in T3. If one is on a specification line it is allowed but not required.

Alternate OEM equivalent parts are allowed, but the Steeda part noted is a performance enhancing part and therefore not permitted.

2. #22827 (Ali Salih) Please Adjust BMW SpecE46 in T3

Thank you for your letter. Please see the response to letter #23605.

3. #23066 (Scotty B White) T3 Parity and the Ford Ahhhh-gain...

Thank you for your letter. Please see the response to letter #23605.

T4

1. #22834 (Josh Smith) T4 Class weights

Thank you for your letter. It generated a lot of good discussion. Please see the response to letter #23605.

2. #22892 (Ali Naimi) Help Speed UP MX-5

Thank you for your letter. Please see the response to letter #23605.

3. #22940 (John Tures) Removing the 50mm Flat Plate Restrictor From Mustang V6

Thank you for your letter. Please see the response to letter #23605.

4. #22945 (Josh Smith) Allow MX5 Header

Thank you for your letter. The header is not recommended at this time. Please see the response to letter #23605.

5. #22969 (Rich Grunenwald) Competition Adjustment - 2005 - 2010 Ford Mustang V6

Thank you for your letter. Please see the response to letter #23605.

6. #23057 (Steve Strickland) I Support #22945 Re: MX5 Header

Thank you for your letter. The header is not recommended at this time. Please see the response to letter #23605.

7. #23065 (Scotty B White) T4 Parity and the Ford Ahhhh-gain...

Thank you for your letter. Please see the response to letter #23605.

8. #23073 (Kevin Fryer) Letter #23055 and #23057

Thank you for your letter. The header is not recommended at this time. Please see the response to letter #23605.

9. #23181 (Scotty B White) T4 Mustang Help

Thank you for your letter. Please see the response to letter #23605.

10. #23247 (David Mead) Allow Aftermarket Wheels For All T4 Cars

Thank you for your letter. The CRB does not recommend this change at this time.

11. #23277 (Tim Wise) Maintaining Current Equality of T4 Class, Lower All T4 Weights

Thank you for your letter. The CRB does not recommend this change at this time.

Recommended Items for 2019

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at www.clubracingboard.com.

FC

1. #22970 (Randall Smart) Pinto Longevity Improvement

Thank you for your letter. The CRB recommends this be effective March 1, 2018.

The CRB is working with Quicksilver Racengines with respect to the development of a long rod and piston option for the Pinto engine as well as an alternative carburetor. The following is recommended for 2/1/2018 subject to confirmation of performance via engine dynamometer testing.

Change 9.1.1.15.f: f. Pistons shall be standard Ford Mahle, AE Hepolite, CP, ~~or~~ J&E or **Wiseco**. Pistons must be unmodified in any way except for balancing and as detailed herein.

Add 9.1.1.15.f.6.: **6. Wiseco piston P/N TBD with rings, pin, Crower connecting rod P/N TBD (with bolts), but without bearings: Minimum permitted weight = TBD grams.**

Change 9.1.1.15.h.: h. Full connecting rods may be standard Ford, Cosworth, Oliver, or Crower. The approved Crower part numbers are SP93230B-4 or SP93230PF-4. ~~Any rod bolts may be used. Floating piston pins may be used.~~ Standard rod length must be 5.00 inches (+.005" -.010"). **Alternative Crower connecting rod part number TBD is permitted. It's length must be TBD inches (+.005 -.010"). This rod may be used only with Wiseco piston part number TBD as provided above. Any rod bolts may be used. Floating piston pins may be used.** Machining is permitted to remove metal from the balancing bosses to achieve balance only. Tuftriding, Parkerizing, shot peening, shot blasting, polishing, etc., are permitted.

Change 9.1.1.15.k.: k. A single carburetor only will be used on a standard inlet manifold. The carburetor will be a Weber 32/36 DGV 26/27mm venturi, its origin being from a 1600 GT "Kent" or 2000 SOHC NE engine. The Holly 5200 32/36 **or Weber 38DGES (27mm venturis)** carburetor may **also** be used; ~~carburetor with the~~ Swaged fuel inlet fittings shall be replaced by drilling and tapping the carburetor body for a threaded fitting. The air cleaner may be removed and a trumpet fitted, ~~and~~ Jets may be changed, both throttles may open together, cold start devices and diffused bar may be removed, internal and external antisurge pipes may be fitted, and seals on emission control carburetors may be removed. The bottom of the lower column portion of the auxiliary venturi may be machined for purposes of high speed enrichment. No other modifications are permitted. Chokes (venturi) shall remain standard and no polishing or profiling is permitted.

GCR

1. #21912 (Frank Todaro) Contact Impound for Regional Racing

The CRB recommends this become effective March 1, 2018.

Add 6.11.1.E.: **E. If a driver is involved in significant body contact, the driver and car shall stop at the designated incident investigation site for review of the incident by the stewards before going to their paddock area. The designated incident investigation site shall be identified in the Supplemental Regulations and/or a written driver's meeting. "Significant body contact" includes but is not limited to: contact resulting in 2 or 4 wheels off course, spins, loss of position, or repairs to suspension or bodywork.**

2. #23575 (GCR Committee) Move Specialty Licensing Requirements to the Specialty Manuals
The CRB recommends this change be effective March 1, 2018.

The Divisional Administrator Coordinators and the Executive Stewards are requesting a change in the GCR Licensing Requirement section to address the reality of the status of our ability to staff events and the number of events our worker force is attending per year. This change also allows for specific technical specialty expertise to be recognized for license and upgrade renewals without mandating the number of events that must be attended. Having the upgrade and renewal requirements listed in each of the Specialty Manuals allows flexibility of handling licenses for each of the Specialties. We may have a very proficient race official that can only attend 2-3 events per year and at the same time a weaker skills race official that attends every event a year. Basing the license level purely on attendance does not address this issue.

1.3. Licensing Requirements

A. Only SCCA members may be licensed.

B. License applications are available from Divisional Specialty Administrators, Regional Licensing Chairmen, online at the SCCA official website, and by mail from the SCCA National Office.

C. Except for the Senior License level, all Licenses are for one year, concurrent with the membership term.

~~D. Following the initial year, the renewal minimums are as follows:~~

~~1. Divisional Renewal: Six (6) days at SCCA Sanctioned events in the preceding 12 months:~~

~~2. National Renewal: Eight (8) days at SCCA Sanctioned events in the preceding 12 months:~~

~~3. Senior Renewal: Must be approved by Divisional Administrator and Executive Steward every three (3) years:~~

D. The renewal minimums are stated in each of the Specialty Manuals for which you are licensed. you are licensed for. If you do not have a copy of your Specialty Manual, Contact your Divisional Specialty Administrator for a copy.

E. Anyone not meeting the participation requirements for his license (upgrade or renewal) is advised to contact his Divisional Specialty Administrator, who may waive requirements.

F. Upgrading to the next level of license is dependent upon the specialty.

G. License Renewal/Upgrade Forms are mailed automatically to license holders in advance of the expiration of the current License.

3. #23577 (GCR Committee) Change Split Start Procedure to Allow Gap Starts
The CRB recommends this become effective March 1, 2018

The Executive Stewards are requesting that GCR Section 5.12.3.A. and Section 6.5.5. be changed to allow either the Race Director or the Chief Steward to change the Split Start procedures slightly to allow for either use of the GCR defined split start process or what some regions use called a "gap start". The basic difference is the GCR split start calls for two separate Green Flags. The "gap start" calls for the split groups be close to each other and there would be one continuous Green Flag shown to each group. The current GCR wording prevents a continuous Green Flag. All other requirements of the GCR Split Start Section would

remain the same.

The procedure for doing both types of split starts will be laid out in the Stewards Manual.

Change the following GCR Sections:

5.12.3. Chief Steward

The Chief Steward is the executive responsible for the general conduct of the event under the GCR and the Supplemental Regulations. He has the powers and the duties set out in this Section, and he may delegate any duties to Assistant Chiefs. See Appendix D, Duties, Authorities, and Responsibilities of the Chief Steward, for specific powers of the Chief Steward.

A. Execution of the Event

The Chief Steward shall:

1. Execute the program of competitions and other activities safely by controlling drivers, their cars, the Officials, and workers from the commencement of activities until the time for protests from the last competition has expired.
2. Determine whether Officials are at their posts and report any absences to the SOM.
3. Ensure that all Officials and workers are provided with necessary information.
4. Collect all reports and other official information to determine the results.
5. Provide any information required to enable the Chairman SOM to prepare the Observer's Report.
6. Authorize a change of driver or car.
7. Forward to the SOM any Chief Steward proposed modifications the schedule of competitions for approval.
8. Prevent an ineligible driver from competing.
9. *Modify the Split Start procedures.*

6.5.5. Split Starts

A. Split starts are recommended when there is a large differential in speed or cornering ability between the classes or categories in a single race group. *The Race Director or the Chief Steward may modify the Split Start procedures.* The procedure for a split start must be explained in the Supplemental Regulations or at a Drivers' Meeting.

There is no need to change GCR Section 5.12.2. Race Director as it points to GCR Section 5.12.3. as having the same powers as the Chief Steward

4. #23586 (Club Racing Board) Change 3.7.4.C
The CRB recommends this change be effective March 1, 2018.

Change in 3.7.4.C.: ~~All Runoffs-eligible classes are invited to the Runoffs.~~ *Club Racing, in consultation with the Club Racing Board, will determine and announce by January 1 the number of Runoffs-eligible classes invited to the next Runoffs consistent with the event format and venue.*

ST

1. #23244 (Samuel Myers) Allowing the Use of Alternate Rocker Arms
The CRB recommends this change be effective March 1, 2018.

Change 9.1.4.G

6. Rocker arm, lifter, follower, pushrod, valve spring, keeper, retainer, guide, seat, and valve materials are free; Titanium is not permitted, except for retainers or OEM parts. The head and camshaft carrier may be machined to fit valve train components. *Alternate valve train components may be used. Rocker arms may be substituted, i.e. solid may convert to roller. OEM valve head diameter must be maintained.*

STU

1. #23274 (Eric Thompson) OEM and LKQ Front Bumper Discontinued
Thank you for your letter. The CRB recommends this change be effective March 1, 2018.

Change

9.1.4.C Bodywork

12. The OEM front and rear fascias shall maintain the OEM crushable structure/support. The OEM crushable structure/support may be lightened as long as it is still recognizable as being the OEM crushable structure/support. The bumper shock absorbers may be removed. The OEM front and rear fascias shall be attached at the stock locations. *OEM equivalent fascias may be used, must maintain OEM shape. Replacement fascias may not be made of carbon fiber.*

T2

1. #23068 (Harley Kaplan) Motor Mounts
The CRB recommends this to be effective March 1, 2018.

Due to member feedback and older parts failing that are hard to replace with new parts, recommend the following change for 2018:

Add 9.1.9.2.D.1.i.7.: *7. Fluid filled motor mounts, fluid filled transmission mounts and fluid filled differential mounts may be replaced with non spherical non-metallic mounts. Mounts that are replaced may serve no other function or provide any other performance improvement or alteration than the original purpose.*

2. #23353 (Joe Aquilante) Increase Front Wheel Size for 2016/2017 Camaro SS
Thank you for your letter. The CRB recommends this be effective March 1, 2018. Change the specification line:

Chevrolet Camaro, 1LE (2016-)

Wheels: ~~18x10 (F) 18 x11 (R)~~ **18 x 11**

T2-T4

1. #23190 (Raymond Blethen) Fix Car Classifications Rules to match what CRB is doing
Thank you for your letter. The CRB recommends this be effective March 1, 2018.

Clarify T2-T4 car classification:

E. Car Classification

~~These classifications shall be reviewed on an annual basis, and shall be effective as of January 1. Once these classifications have been officially published, no changes or additions shall be made after March 1 of the calendar year.~~ *These classifications shall be reviewed on an annual basis, and shall be effective as of January 1. Once these classifications have been officially published, models and or specified OEM parts not available to the public or valid SCCA club members by March 1 of the calendar year will not be classified for competition until*

the following calendar year.

2. #23254 (Touring Committee) 2018 Rule Recommendation Rear Toe Links
Thank you for your letter. The CRB recommends this be effective March 1, 2018.

Add to 9.1.9.2.D.5.a.1:

1. T2-T4: A maximum of 3.0 degrees of negative camber is allowed on front and rear suspensions. Strut suspensions may de-camber wheels by the use of eccentric bushings, eccentric bolts (crash bolts) at the strut-to-spindle, and/or by use of slotted adjusters at the top of the strut mounting plate. If upper strut slotted plates are used, they shall be located on existing chassis structure, utilizing the manufacturer's original bolt holes and may not serve as reinforcement for that structure. On other forms of suspension, camber adjustment may be achieved by the use of shims and/or eccentric bushings. Slotted ball joints on A-arms on double wishbone cars may be used for camber adjustment only. *Adjustable toe links are permitted. Spherical bearings/bushings are not permitted in T2-T4 except for adjustable toe links that may serve no purpose other than adjusting toe angle, unless specifically permitted on the vehicle spec line.*

3. #23536 (Touring Committee) Clean Up Air Conditioner Section
Thank you for your letter. The CRB recommends this be effective March 1, 2018.

Change 9.1.9.2.D.3.b.1: 1. ~~The factory and/or aftermarket air conditioning system may be removed, provided that at least the following items associated with the system are also removed: compressor, condenser, H.D. springs/sway bars, H.D. shocks, larger tires, engine and transmission coolers and cooling fans. All duct work, wiring, Freon lines, valves, evaporators, dryers, and dash controls may remain. If the air conditioning compressor is an integral part of the drive system,~~ *The compressor may be retained and disabled or may be replaced with an idler pulley that serves no other purpose.*

4. #23537 (Touring Committee) Clean Up Gauges in Touring
Thank you for your letter. The CRB recommends this be effective March 1, 2018.

Change 9.1.9.2.D.9.c.1 1. ~~Water temperature, oil temperature, oil pressure, and boost/vacuum gauges are permitted and shall be securely mounted,~~ *Add on gauges are permitted* and shall perform no other function other than their primary use.

5. #23538 (Touring Committee) Add NACA Duct Language to T2-T4
Thank you for your letter. The CRB recommends this be effective March 1, 2018.

Add 9.1.9.D.9.a.2,b: *b. Both front windows, driver and passenger, shall be down (preferably removed) whenever the vehicle is on track. The OEM window opening on the front doors shall not be filled in with any material, other than the material required to mount a NACA-duct for driver cooling. If used, the NACA-duct shall be mounted in the front, lower, corner of the window opening. The area closed off to mount the NACA-duct shall not exceed 50 square-inches. In rain conditions, a quarter window larger than 50 square-inches may be used in the area normally used to mount the permitted NACA-duct, in an attempt to minimize the amount of water entering the cockpit. Enough open area for the driver to exit in an emergency shall remain open at all times.*

Taken Care Of **AS**

1. #22363 (Kevin Fandozzi) Fourth Gen Camaro Restricted Prep
Thank you for your letter. Please see the response to letter #22348.

F500

1. #23515 (Brad Smith) Proposal #22380 (Rub Strip)

Thank you for your letter. Please see the response to Letter #22380, September 2017 Fastrack Minutes, which was approved as recommended, December 2017 Fastrack Board of Directors Minutes.

FC

1. #23185 (Paul MacFarlane) Proposed Changes to Formula Continental - Pinto Engine Specs
Thank you for your letter. The CRB is taking action to increase performance and longevity of the Pinto engine in FC. Please see the response to letter #22970.

2. #23187 (Troy Tinsley) Letter #23185
Thank you for your letter. The CRB is taking action to increase performance and longevity of the Pinto engine in FC. Please see the response to letter #22970.

3. #23195 (Gray Fowler) Changing the Pinto Formula Continental
Thank you for your letter. The CRB is taking action to increase performance and longevity of the Pinto engine in FC. Please see the response to letter #22970.

4. #23197 (Richard Kirchner) Paul McFarlane's letter #23185
Thank you for your letter. The CRB is taking action to increase performance and longevity of the Pinto engine in FC. Please see the response to letter #22970.

5. #23324 (Cade Wilson) Proposal to Investigate Pinto Parity Issues
Thank you for your letter. The CRB is taking action to increase performance and longevity of the Pinto engine in FC. Please see the response to letter #22970.

FV

1. #23381 (Raymond Carmody) Disc Brakes
Thank you for your letter. The CRB appreciates your feedback. Please see the response to letter #22456, October 2017 Fastrack Minutes.

2. #23383 (Robert Murray) Disk Brake Package
Thank you for your letter. The CRB appreciates your input. Please see the response to letter #22456, October 2017 Fastrack Minutes.

3. #23385 (Matthew Garwood) Disc Brakes
Thank you for your letter. The CRB appreciates your input. Please see the response to letter #22456, October 2017 Fastrack Minutes.

4. #23392 (Susan Ryan) Disc Brake Considerations
Thank you for your letter. The CRB appreciates your input. Please see the response to letter #22456, October 2017 Fastrack Minutes.

5. #23407 (Jack Maloney) Disc Brake Package For FV
Thank you for your letter. The CRB appreciates your input. Please see the response to letter #22456, October 2017 Fastrack Minutes.

6. #23423 (Desmond Ennis) Disc brakes
Thank you for your letter. The CRB appreciates your input. Please see the response to letter #22456, October 2017 Fastrack Minutes.

7. #23438 (Dermot Ennis) Disc brake in Formula Vee
Thank you for your letter. The CRB appreciates your input. Please see the response to letter #22456, October 2017 Fastrack Minutes.

P1

1. #23284 (Thomas Hamilton) Allow 2.5 Liter Engines With Old Restrictions
Thank you for your letter. Please see the response to letter #23121, December 2017 Fastrack

Technical Bulletin.

GCR

1. #21994 (Tyler Brown) Impound Requirement for On Track Contact
Thank you for your letter. Please see the response to letter #21912.
2. #22257 (Peter Olivola) Feedback for #21912: Impound Requirement for On Track Contact
Thank you for your letter. Please see the response to letter #21912.
3. #22262 (Eric Heinrich) Reply to WDYT #21912 Contact Impound
Thank you for your letter. Please see the response to letter #21912.
4. #22327 (Paul Gauzens) Feedback for Letter #21912: Add an Impound Requirement
Thank you for your letter. Please see the response to letter #21912.
5. #22408 (Darren Seltzer) Automatic Impound for On Track Incidents- Letter #21912
Thank you for your letter. Please see the response to letter #21912.
6. #22562 (Greg Amy) Feedback, Letter #22432
Thank you for your letter. Please see the response to letter #22432.
7. #22567 (Christopher Childs) Letter #22432
Thank you for your letter. Please see the response to letter #22432.
8. #22568 (Mark Wheaton) Contact Impound
Thank you for your letter. Please see the response to letter #21912.
9. #22569 (Mark Rozycki) Contact Article by Jim Wheeler
Thank you for your letter. Please see the response to letter #21912.
10. #22619 (Jim Drago) Adjustments
Thank you for your letter. Please see the response to letter #22432.
11. #22638 (James Bell) On Track Contact
Thank you for your letter. Please see the response to letter #21912.
12. #22723 (Lansing Stout) #22432 BOP
Thank you for your letter. Please see the response to letter #22432.
13. #22779 (Ann Chamberlain) Comment on Oct. 2017 SportsCar Article
Thank you for your letter. New Yellow Flag Rules will be effective 1/1/2018. Please see the response to letter #20619, September 2017 Fastrack Minutes. Thank you for your observation on the flag presentation in the SPORTSCAR Article.

GT2

1. #22100 (Guy Laidig) BMW M235iRacing into GT3
Thank you for your letter. Please see the response to letter #19250.

GT3

1. #19436 (Tom Noble) Amendment to Letter #19250
Thank you for your letter. Please see the response to letter #19250.
2. #19666 (Patrick Womack) BMW M235R
Thank you for your letter. Please see the response to letter #19250.
3. #21192 (David Fedler) World Challenge TC Class BMW M235iR
Thank you for your letter. Please see the response to letter #19250.

4. #21193 (David Fedler) BMW M235iR National Classification
Thank you for your letter. Please see the response to letter #19250.
5. #21316 (Toby Grahovec) 16 BMW M235i Racing
Thank you for your letter. Please see the response to letter #19250.
6. #21459 (Toby Grahovec) BMW M235iRacing in GT3
Thank you for your letter. Please see the response to letter #19250.
7. #21461 (David Fedler) BMW M235iR for GT3 - On Club Racing Board Agenda for 2/10
Thank you for your letter. Please see the response to letter #19250.
8. #21468 (Jason Hart) BMW M235i Racing in GT3
Thank you for your letter. Please see the response to letter #19250.
9. #21913 (Michael Heintzman) Response to Letter #21760
Thank you for your letter. Please see the response to letter #19250.
10. #21917 (Chris Howard) Response to the Current GT3 Proposal
Thank you for your letter. Please see the response to letter #19250.
11. #21949 (John Mills) Do Not Add Cars That are Non-Compliant in GT3
Thank you for your letter. Please see the response to letter #19250.
12. #21956 (Jerry Lustig) New Additions to GT3
Thank you for your letter. Please see the response to letter #19250.
13. #21972 (Craig Allen) BMW M235iR in GT3
Thank you for your letter. Please see the response to letter #19250.
14. #21980 (Tom Wedel) BMW M235iR to GT3
Thank you for your letter. Please see the response to letter #19250.
15. #21999 (Bill McGavic) Concerned About Adding New Cars in GT3
Thank you for your letter. Please see the response to letter #19250.
16. #22023 (Bill Davis) Response: BMW M235iR Cars and Other TCR Series Cars in GT3
Thank you for your letter. Please see the response to letter #19250.

GTL

1. #22524 (Kyle Disque) 24mm SIR Cars Taking the +100lbs/UNR Option
Thank you for your letter. Please see the response to letter #22523, Technical Bulletin.
2. #22528 (Peter Zekert) Error in Current Rule 9.1.2.k GTLite Weights and SIR Size
Thank you for your letter. Please see the response to letter #22523.
3. #22537 (Rusty Bell) 3 Valve Honda Engine Adjustment Error
Thank you for your letter. Please see the response to letter #22523.

SM

1. #23290 (David Wheeler) Slotting Rear Control Arms
Thank you for your letter. Please see the response to letter #23312.
2. #23304 (Tyler Brown) Rear Upper Control Arms Modification
Thank you for your letter. Please see the response to letter #23312.

3. #23313 (Eric Matoy) Rear Upper Control Arms
Thank you for your letter. Please see the response to letter #23312.
4. #23319 (Kyle Webb) Slotted Rear Control Arms
Thank you for your letter. Please see the response to letter #23312.
5. #23364 (Michael (MEATHEAD) Collins) Rear Upper Control Arm Slotting
Thank you for your letter. Please see the response to letter #23312.
6. #23367 (Eric Jones) Slotted Rear Control Arms
Thank you for your letter. Please see the response to letter #23312.
7. #23427 (David Ciufu) Slotting Rear A Arm
Thank you for your letter. Please see the response to letter #23312.
8. #23441 (Steve Scheifler) Slotting of Upper Rear Control Arms As Proposed
Thank you for your letter. Please see the response to letter #23312.
9. #23463 (Mike Higgins) Slotted Control Arms for Camber
Thank you for your letter. Please see the response to letter #23312.
10. #23467 (William Keeling) Slotted Rear Upper Control Arms
Thank you for your letter. Please see the response to letter #23312.
11. #23486 (Frank Todaro) Slotted Rear Upper Control Arm
Thank you for your letter. Please see the response to letter #23312.
12. #23489 (Brandon Fetch) Rear Upper Control Arm Allowance
Thank you for your letter. Please see the response to letter #23312.
13. #23501 (Jim Drago) Slotted Rear Upper Control Arms
Thank you for your letter. Please see the response to letter #23312.
14. #23545 (Ron Gayman) Upper Rear Control Arm Slots
Thank you for your letter. Please see the response to letter #23312.
15. #23548 (Campbell Charlie) Rear Camber Via Offset Bushing Not Slotting
Thank you for your letter. Please see the response to letter #23312.

STU

1. #23311 (Jeronimo Esteve) Wheel Widths
Thank you for your letter. Please see Letter #20795, January 2017 Fastrack Minutes.
The Super Touring class is managed through "commonizing" as many parts of the vehicles as possible. Wheels, tires, maximum cam lifts, maximum brake rotor size, etc. It is understood that lower displacement cars will benefit from the tires size more than larger displacement cars. However, the expectation is that the larger displacement cars will make more power.

T1

1. #22995 (Michael Pettiford) Help the Corvette C6
Thank you for your letter. Please see the response to letter #23595, Technical Bulletin, for adjustments for this car for T-1.
2. #23378 (Joseph Gaudette) Adjust Restrictor Plate Size for LS6 Engine in C5
Thank you for your letter. Please see the response to letter #23595, Technical Bulletin.
3. #23379 (Joseph Gaudette) Reduce Weight of LS6 Powered C5
Thank you for your letter. Please see the response to letter #23595, Technical Bulletin.

4. #23380 (Joseph Gaudette) Remove 5mm Penalty for Full Aero on C5 Corvette
Thank you for your letter. Please see the response to letter #23595, Technical Bulletin, for adjustments for this car for T-1.

T2

1. #21584 (Ron Randolph) Clarify Porsche Cayman Rear Wing Allowance
Thank you for your letter. Please see the response to letter #21574, Technical Bulletin.

2. #21899 (Craig Anderson) Porsche 997.2 Carrera S 2009-2012
Thank you for your letter. Please see the response to letter #22887, Technical Bulletin.

3. #22226 (Allen Davis) Porsche 3.8 RSR Wings in Spec Lines
Thank you for your letter. Please see the response to letter #21574, Technical Bulletin.

4. #22529 (Ken Billimack) BMW E46 Cold Air Intake
Thank you for your letter. Please see the response to letter #22662, Technical Bulletin.

5. #22874 (Donald Harrington) Competition Adjustment for the 2014 Camaro SS/1LE
Thank you for your letter. Please see the response to letter #23605.

6. #23067 (Jim Leithauser) Kaplan Request Concerning E92 M3
Thank you for your letter. Please see the response to letter #23605.

7. #23071 (Curtis Harrington) Competition Adjustment for the 2014 Camaro SS/1LE
Thank you for your letter. Please see the response to letter #23605.

T2-T4

1. #22839 (Eric Heinrich) Another Year of Nissan and Toyota Dominance
Thank you for your letter. Please see the response to letter #23605.

T3

1. #22898 (Marshall Mast) Weight/Restrictor Change Ford 11-14 V6 Mustang
Thank you for your letter. Please see the response to letter #23605.

2. #23117 (Scotty B White) Balance of Performance
Thank you for your letter. Please see the response to letter #23605.

T4

1. #23055 (Steve Strickland) Support letter #22834
Thank you for your letter. Please see the response to letter #23605.

2. #23064 (Scotty B White) Allow a Rear Toe Link Replacement Adjuster for 86
Thank you for your letter. Please see the response to letter #23254.

3. #23246 (David Mead) Class Parity in T4
Thank you for your letter. Please see the response to letter #23605.

4. #23257 (Jon Yanca) Review BOP for Scion FRS/Subaru BRZ/Toyota 86 - Add Restrictor
Thank you for your letter. Please see the response to letter #23605.

5. #23402 (Jon Yanca) Correct Model Year for Subaru BRZ Restrictor in T4
Thank you for your letter. This has been corrected, please refer to letter #23399, Technical Bulletin.

6. #23461 (Thomas Hart) Allow RX8 Rear Hubs/Uprights on the NC MX-5
Thank you for your letter. Please see the response to letter #23276, Technical Bulletin.

What Do You Think

None.

RESUMES

None.

CLUB RACING TECH BULLETIN

DATE: December 20, 2017

NUMBER: TB 18-01

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 1/1/2018 unless otherwise noted.

American Sedan

AS

1. #23471 (American Sedan Committee) 9.1.6.D.1.k.1.g and 9.1.6.D.1.k.1.h. Clarifications

In GCR section 9.1.6.D.k.1.g., clarify intake manifold modifications as follows:

“Cylinder head to intake/exhaust manifold port matching is permitted. No material shall be removed from *or added to* the cylinder head(s) further than one (1) inch in from the manifold to cylinder head mounting face(s). External dimensions of the cylinder head or intake/exhaust manifold shall not be reduced to facilitate internal porting. *Cutting (and subsequent welding of) the intake manifold to facilitate internal porting is not permitted.*”

In GCR section 9.1.6.D.1.k.1.h., clarify the cylinder head language as follows:

“The throat area of the port consists of a single cut up to a maximum 90 degree angle at the very bottom of the steel valve seat as it transitions to the aluminum or cast iron casting below (“Throat Cut”). It is permitted to plunge cut the throats in order to correct for core shift that is commonly found in many cylinder heads. This cut cannot extend further than 1.100 inches below from the top of the ferrous valve seat. There can be no tooling or machine marks in the head below this point. The area where the cut meets the floor of the cylinder head port cannot be blended by hand, machined or chemically processed to create a smooth transition at this point. No aluminum or cast iron in the bowl area (other than that specified for the plunge cut) or the ports may be removed, added or manipulated for any reason. It is understood that many heads may look slightly different from bowl to bowl due to casting irregularities. No material may be removed or added from the short turn radius in the port. *No material shall be removed, added or manipulated in any area of the heads beyond the 1 inch in port matching. The heads shall not be blended by hand, machined or chemically processed for any reason (including, but not limited to) to create a smooth or resurfaced appearance. The heads shall not be cut (and subsequently re-welded) for any reason.* Any modification of the cylinder head beyond that permitted in this section and Section F. (Engine Build Sheets) is prohibited. See Section F – Engine Build Sheets for additional specifications. *Where possible, the SCCA will specify dimensions. The lack of dimensional specifications does not negate the restrictions outlined here with respect to the heads and intake manifold.*”

2. #23549 (American Sedan Committee) Adjust Weight of 1979-1993 Mustang

In AS, Ford Mustang Included. Cobra & Cobra R(79-93), change the weight as follows:

~~3150~~ *3250*

Over 313 CID, ~~3450~~ *3550*

Note from the ASAC: Data analysis indicates that the 79-93 Mustang is at least comparable to all other Full Preparation cars.

B-Spec

1. #23112 (Derrick Ambrose) Mazda 2/Ford Fiesta Rear Beam Bushings

In B-Spec, Ford Fiesta 5dr Hatchback (11-16), add alternate suspension bushing to the notes as follows:

“Powerflex PFR19-1511BX2 rear suspension bushing allowed.”

In B-Spec, Mazda2 (10-14) add alternate suspension to the notes as follows:
“Powerflex PFR19-1511BX2 rear suspension bushings allowed.”

2. #23129 (Joseph Gersch) Cusco camber plate for Toyota Yaris
In B-Spec, Toyota Yaris (07-12), add a camber plate to the notes as follows:
“Allow Cusco Camber Plate 901 65R 015 for camber only adjustment.”

3. #23306 (B-Spec Committee) Rules update and bop

In GCR section 9.1.10.E.6, clarify as follows:
“All adjustments shall be at the manufacturer’s specification and/or within the manufacturer’s specified tolerances *unless they are specifically allowed in the GCR (example camber angle).*”

In GCR section 9.1.10.E.7, clarify as follows:
“Tires: *Maximum* tire size shall be 205/50/15. Tires must conform to GCR section 9.3. Tires. All tires shall be offered for sale over the counter through the tire manufacturer’s dealer network. The brand of tire and tire pressures are unrestricted.”

In GCR section 9.1.10.E.34, clarify as follows:
“Interiors may be removed including seats, seat brackets, carpet, carpet padding, rear door panels, OEM seat belts, interior trim, and headliners. Front door window glass, front window operating mechanism, inner door trim panel, armrest, map pockets, wiring harnesses for front door locks, power mirrors, seat wiring, etc., and inside front door latch/lock operating mechanism may be removed. Original radio/stereo audio equipment and air conditioner refrigerant systems may be removed. Heater cores, *and hoses, and all duct work* must remain except duct work under seats. *Duct work behind the dash may be trimmed but not removed to allow for roll cage installation.*”

In GCR section 9.1.10.E.35, clarify as follows:
“Maximum 3.0 degrees negative chamber is allowed on front and rear suspensions. Strut suspensions may adjust camber by the use of eccentric bolts (crash bolts) at the strut-to-spindle, slotted strut mounting holes at the spindle, and/or by use of *any* slotted camber only adjuster *plate* at the top of the strut mounting plate. If upper strut slotted plates are used, they shall be located on existing chassis structure, utilizing the manufacturer’s original bolt holes and may not serve as reinforcement for that structure. Modifications to the *top of the* strut tower may be made to allow for camber adjustment only. On other forms of suspension, camber adjustment may be achieved by the use of shims and/or eccentric bolts (crash bolts).”

In GCR section 9.1.10.E.36, clarify the first paragraph as follows:
“Suspension: competitors ~~must~~ *may* use the OEM suspension, ~~or~~ *any part of* the manufacturer upgraded suspension kit *or the B14 Bilstein shock and strut kit* with no modifications *except as required for mounting. Adaptors for mounting are permitted for the B14 kit, and these mounting adaptors must be submitted for approval by the CRB.* Any spring up to a maximum spring rate of 500 pounds may be used ~~with the upgraded manufactures suspension kit.~~ Competitors must use the OEM bump stops or the bump stops provided in the manufactures kit. Adjustable sway bar end links may be used on all cars. Front sway bars may be disconnected.”

4. #23315 (B-Spec Committee) hood pins
In GCR section 9.1.10.E. add a new section as follows:
“41. Optional Hood Pins may be added to supplement the original hood latch system. All parts of the original hood latch system must remain in the car.”

5. #23316 (B-Spec Committee) fog lights
In GCR section 9.1.10.E, add a new section as follows:
“42. Fog light holes may be completely covered. Fog lamps may not be removed.”

6. #23330 (Fritz Wilke) Allow Eibach Rear Sway Bar for Ford Fiesta
In B-Spec, Ford Fiesta 5dr Hatchback (11-16), add an alternate sway bar as follows:
"Eibach rear sway bar #35143.312 is allowed."

Formula/Sports Racing

FV

1. #23554 (Formula/Sports Racing Committee) Minimum weight of pressure plate
In GCR section 9.1.1.C.5.C.15. add the following:
"Pressure plate, or alternate SACHS 211 141 025 DAM pressure plate, *with a minimum weight of 6.25 lbs.*"

P1

1. #23268 (Formula/Sports Racing Committee) Remove redundant provisions from GCR Section 9.1.8.C.J.1

In GCR Section 9.1.8.C.J, make the following corrections as follows and renumber the section accordingly:

1. Applicable minimum weights are specified in the P1 Engine Table 1, ~~Table L~~, Table 1 (Spec Line Cars).

~~2. Fuel injected engines shall use the same size venturi or restrictors as the specified carburetors.~~

2. #23296 (Formula/Sports Racing Committee) Remove unused lines from P1 Engine Table
In P1, Engine Table, remove Lines I and M and renumber accordingly.

3. #23347 (Formula/Sports Racing Committee) Clean up P1 restrictor language

In P1, Engine Table, change the restrictor column description as follows:

~~"Unless otherwise noted restrictors are Flat Plate Intake Restrictors"~~

In P1, Engine Table, Line D, clarify the restrictor type as follows:

"Staudacher cars homologated before 1-1-2014 utilizing 1005cc may run 38.5mm *flat plate intake* restrictor at 950 lbs. min. weight"

In P1, Engine Table, Line F, clarify restrictor type as follows:

"May run 38mm *flat plate intake* restrictor at 1075 lbs. min. weight"

In P1, Engine Table, Line G, clarify restrictor type as follows:

"33mm *flat plate intake restrictor*"

In P1, Table 1 (Spec Line Cars), change the restrictor column description as follows:

~~"Unless otherwise noted restrictors are Flat Plate Intake Restrictors"~~

4. #23365 (Formula/Sports Racing Committee) Revise P1 and P2 Flat Plate Intake Restrictor language

In GCR Section 9.1.8.C.J., add a new section 11 as follows and renumber the following sections:

"11. Where a flat plate intake restrictor is required, fairings may be used above and below the plate to create an inlet venturi. Compliance with the restrictor size specified will be measured in the round orifice of the flat plate restrictor."

In GCR Section 9.1.8.D.L.h., add a new section as follows:

"4. Where a flat plate intake restrictor is required, fairings may be used above and below the plate to create an inlet venturi. Compliance with the restrictor size specified will be measured in the round orifice of the flat plate restrictor."

P2

1. #23354 (David Ferguson) GCR Error -- Section 9.3.35 should not include P2

In GCR Section 9.3.35, make the following correction:

“Non-metallic wheel construction is prohibited. Non-metallic chassis construction is prohibited, except in ASR, P1, P2, ~~S2~~, FS and FA.”

2. #23462 (Formula/Sports Racing Committee) Revise P2 Engine Table Line B.2
 In P2, Line B.2, make the following changes to the P2 Engine Table:
 Engine Series: “4 cycle Motorcycle-based Yamaha 2002 and older ~~w/carbs 2004 and older~~ Suzuki GSXR *2004 and older*”

GCR
 None.

Grand Touring
GT2

1. #19207 (Amir Haleem) Classify Nissan GT-R (2009+) in GT2/ST

In GT2/ST, classify the 2009- Nissan GT-R as follows:

GT2/ST	M a x . Displacement	M i n . Weight	Restrictor	Notes:
<i>Nissan GT-R (2009-)</i>	<i>3799cc</i>	<i>3500</i>	<i>2 x 32mm TIR</i>	<i>OEM twin turbochargers required.</i>

In GT2, Nissan Cars, classify the Nissan GT-R bodywork as follows:
 Nissan GT-R/2009-/2dr/RWD/

2. #22676 (Amir Haleem) Classify the Toyota Supra with OEM 2JZGTE engine
 In GT2/ST, classify the 93-98 Twin Turbo Toyota Supra as follows:

GT2/ST	M a x . Displacement	M i n . Weight	Restrictor	Notes:
<i>Toyota Supra (93- 98)</i>	<i>2997cc</i>	<i>2950</i>	<i>2 x 29mm TIR</i>	<i>OEM twin turbochargers required.</i>

3. #22893 (Scotty B White) classify ford V6
 In GT2, Ford Engines, classify the Ford V6 as follows:
 DOHC/3.76 x 3.41/3726/Alum. Crossflow/4//2380/

4. #22894 (Scotty B White) Help the Viper
 In GT2/ST, reduce all Dodge Vipers' weight by 75 lbs.

5. #23176 (Mark Kibort) Porsche 928S4 928GTS to be classed in GT2 SCCA
 Letter #22270 added the Porsche 928S4 and 928GTS to the GT2/ST spec line with an incorrect displacement during the August BoD meeting. Correct the engine displacement to 5397cc.

6. #23607 (Grand Touring Committee) Allow Porsche 996/997.1 Exhaust header
 In GT2, Porsche Cars, Porsche 996/997.1 GT3 Cup, add to the notes as follows:
 “*Exhaust header permitted.*”

7. #23608 (Grand Touring Committee) Change Porsche 991.1 Restrictor
 In GT2, Porsche 991.1 GT3 Cup, change the restrictor as follows:
 "3.8L flat six. 3000lbs. w/~~62mm~~ **67mm** Throttle Body Restrictor (TBR)."

8. #23609 (Grand Touring Committee) Porsche 997.2 GT3 Restrictor
 In GT2, Porsche 997.2 GT3 Cup, remove the restrictor as follows:
 "3.8L flat six. 3000lbs. w/~~70mm Throttle Body Restrictor (TBR).~~"

GT3

1. #23078 (John Mills) Differentiate between 13B bridgeport and 13B peripheral port.
 In GT3, Mazda Engines, 13B Bridge/Peripheral Port 2250lbs, remove "Bridge /" from the spec line.
 In GT3, Mazda Engines, add a new spec line as follows:

Engine Family	Engine Type	Bore x Stroke	Displ. (cc)	Head Type	Valves/Cyl.	Fuel Induction	Weight	Notes
13B	Bridge Port		2616			(1) auto-type 2bbl w/ 44mm choke(s)	2250	

GTL

1. #22523 (Graham Fuller) +100lbs option for 24mm SIR cars
 In GCR section 9.1.2.F.7.k.1, add an optional race configuration:
 "Allow **all** currently restricted 2V and 3V engines less than 1400ccs to run **unrestricted 1mm larger SIR as an option** at a 100 lb weight penalty."

Improved Touring

1. #22648 (Improved Touring Committee) simplify spec lines
 Reduce the number of columns in the ITCS spec lines as follows:
 make/model, engine type (designation), bore x stroke and displacement, weight, notes

Production

1. #23069 (V GARY SEMERDJIAN) VOLKSWAGEN CORRADO VR6 CLASSIFICATION
 In EP, classify the Volkswagen Corrado as follows:

EP	Prep. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in.)	Displ. cc./(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
VW Corrado (1992-1995)	2	2450 * 2511 ** 2573	6 Cyl. DOHC	3.19"x3.56"	2782cc	iron	Alum	(I) 1.54" (E) 1.35"	Fuel injection	97.2"	61.7/61"

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm) (in.)	Brakes Alt.: mm/(in.)	Notes:
VW Corrado (1992-1995)	15x7	5	(F) 11.0"x.87" vented (R) 8.9"x.39 solid		Comp. Ratio limited to 12.0:1, Valve lift limited to .500"

Spec Miata

None.

Super Touring

ST

1. #23153 (Super Touring Committee) Redundant language
 In GCR section 9.1.4.G.16, remove the section in its entirety and renumber as appropriate:
 16. ~~The intake manifold on piston engines may be port matched to the head(s), provided no material is removed further than one inch in from the manifold to head mounting surface(s).~~

STL

1. #22938 (John Schmitt) Honda B Series engine restrictor

In STL, Table A, Acura/Honda B18C (JDM Type R), B18C5 (USDM Type R), B18C6 (UK and

Euro Type R), B18C7 (Australia Type R), add a restrictor to the notes as follows:
“53mm flat plate restrictor required.”

In STL, Table B, Honda B16A (JDM), add a restrictor to the notes as follows:
“54mm flat plate restrictor required.”

In STL, Table A, classify the following Acura/Honda engines:

STL	Max Displacement	Min. Weight	Notes
<i>Acura/Honda B16</i>		<i>Chart</i>	<i>54mm flat plate restrictor required.</i>
<i>Acura/Honda B17</i>		<i>Chart</i>	
<i>Acura/Honda B18</i>		<i>Chart</i>	<i>53mm flat plate restrictor required.</i>

STU

1. #23258 (Super Touring Committee) Engine Rule Consistency
In GCR section 9.1.4.1.B, add a new section 10 as follows
“10. Valve seat and valve head angles are free.”

2. #23265 (Greg Amy) E&O: STU Turbo Weight Chart Clarification

In GCR section 9.1.4.1.H.6, add the following:

“All turbocharged engines shall use a turbo inlet restrictor/weight combination from the following table. *Vehicle minimum weight is determined by TIR size selected from the following table.* ~~Twin turbo engines are allowed on a case-by-case basis only.~~ Turbocharged engines of greater than 2.7L displacement shall use the weight *either* as listed in the lbs/cc or restrictor size/lbs charts, whichever is greater.”

Touring

T1

1. #23595 (Touring Committee) Recommended adjustments T1 2018

Effective 3/1/18, in GCR section 9.1.9.1.M.4, change the sequential shift weight penalty as follows:

“Transmissions and ratios are free. Forward gears are limited to six speeds. Cars with aftermarket sequential shift transmissions shall increase the required minimum weight by 400 lbs *an additional 4%.*”

Effective 3/1/18, in T1, Chevrolet Corvette/Cadillac XLR (04-09), 5665cc @ 3250 lbs., change the restrictor as follows:
65mm *70mm*

Effective 3/1/18, in T1, BMW M3 E92 (08-13), add to the spec line as follows:
“2 X 40mm diameter hole inlet restrictor plate required.”

Effective 3/1/18, in T1, Ford Mustang/Thunderbird, 5000 Coyote, change the restrictor as follows:
70mm flat plate *60mm throttle inlet restrictor*

Effective 3/1/18, in T1, Ford Mustang/Thunderbird, 5000 Coyote Boss 302,
70mm flat plate *60mm throttle inlet restrictor*

Effective 3/1/18, in T1, Mazda MX-5 Miata MazdaSpeed, 1800, change the weight as follows:
2250 **2350**

T2

1. #21574 (John Bauer) Porsche Spec Line RSR Wing Allowance

In T2, make the following change to the Porsche spec line notes:

Porsche 911/ 997 (06-08):

“Ducting for coolers is free, provided it doesn’t change size and/or shape of factory body panels. Ducting of air to rotors is allowed Removal of rotor dust shields is allowed. Tender springs 60-60-25, and spring holders ZT-1-X002A01 allowed. Springs up to 800#/in front and 1000 #/in rear allowed. Sway bar size and configuration is free. Spoilers & bumper/air dams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1”. Rear wings may be no higher **than the roofline**. ~~relative to the roofline, than a factory, non-extended, 3.8 RSR wing.~~ Camber adjustment slots may be elongated. Porsche Motorsport front and rear control arms allowed.”

Porsche 911/ 996 (98-05):

“Ducting for coolers is free, provided it doesn’t change size and/or shape of factory body panels. Springs up to 800#/in front and 1000 #/in rear allowed. Ducting of air to rotors is allowed. Tender springs 60-60-25, and spring holders ZT-1-X002A01 allowed. Removal of rotor dust shields is allowed. Sway bar size and configuration is free Spoilers & bumper/air dams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1”. Rear wings may be no higher **than the roofline**. ~~relative to the roofline, than a factory, non-extended, 3.8 RSR wing.~~ Camber adjustment slots may be elongated. Porsche Motorsport front and rear control arms allowed. Cold air intake allowed.”

Porsche Carrera S(06-08):

“65mm flat plate restrictor required. Ducting for coolers is free, provided it doesn’t change size and/or shape of factory body panels. Ducting of air to rotors is allowed Removal of rotor dust shields is allowed. Tender springs 60-60-25, and spring holders ZT-1-X002A01 allowed. Springs up to 800#/in front and 1000 #/in rear allowed. Sway bar size and configuration is free. Spoilers & bumper/air dams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1”. Rear wings may be no higher **than the roofline**. ~~relative to the roofline, than a factory, non-extended, 3.8 RSR wing.~~ Camber adjustment slots may be elongated. Porsche Motorsport front and rear control arms allowed.

Porsche Cayman S, Spyder(10-12):

“Ducting for coolers is free, provided it doesn’t change size and/or shape of factory body panels. Springs up to 800#/in front and 1000 #/in rear allowed . Ducting of air to rotors is allowed. Removal of rotor dust shields is allowed. Spoilers & bumper/air dams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1”. Rear wings may be no higher **than the roofline**. ~~relative to the roofline, than a factory, non-extended, 3.8 RSR wing.~~ Sway bar size and configuration is free Camber adjustment slots may be elongated. Porsche Motorsport rear and front control arms allowed. PDK allowed.”

Porsche Cayman S(13-14)

“Ducting for coolers is free, provided it doesn’t change size and/or shape of factory body panels. Springs up to 800#/in front and 1000 #/in rear allowed . Ducting of air to rotors is allowed. Removal of rotor dust shields is allowed. Spoilers & bumper/air dams are free provided they

do not exceed the max. body width by any amount and/or the max. body length by more than 1". Rear wings may be no higher *than the roofline*. ~~relative to the roofline, than a factory, non-extended, 3.8 RSR wing.~~ Sway bar size and configuration is free Camber adjustment slots may be elongated. Porsche Motorsport rear and front control arms allowed. PDK allowed."

2. #22107 (carl fung) T2 Spec-Line Corrections in June Prelims
In T2, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), add to the notes as follows:

"Automatic transmission option 4L60-E permitted."

3. #22218 (John Buttermore) Balance the T2 Corvette Configurations
In T2, Chevrolet Corvette C6 Coupe / Grand Sport (05-13), change the notes as follows:
"LS2: ~~57mm~~ *53mm* flat plate restrictor is required."

4. #22534 (OSCAR HERNANDEZ) Weight reduction for Porsche 996 in T2
In T2, Porsche 911 / 996 (98-05), change the weight as follows:
~~3400~~ *3050*

5. #22662 (Ryan Upham) Allow Alternate Cold Air Intake
In T2, BMW M3 (01-06), add to the notes as follows:
"BMW cold air intake part #8299520 and #8299525 with ducting are permitted."

6. #22824 (William Moore) 2014 Chevrolet Camaro SS/1LE Springs #21668
In T2, Chevrolet Camaro SS/1LE (10-14), change the notes as follows:
"Springs up to ~~800lbs~~: *1200lbs*. front and rear permitted."

7. #22866 (John Buttermore) Increase Restrictor Size for LS3 Engine Corvette C6

In T2, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), change the restrictor as follows:
~~3525 (w/55mm)~~ *50mm* flat plate restrictor)

In T2, Chevrolet Corvette C6 Coupe / Grand Sport (05-13), change the third and fourth to last sentence as follows:
"LS2: ~~57mm~~ *53mm* flat plate restrictor is required. LS3: ~~51mm~~ *48mm* flat plate restrictor is required and must be placed in the front of the factory throttle body manifold opening."

8. #22887 (Ken Billimack) Classify the 09-11 Porsche 997

In T2, classify the 09-12 Porsche 997 as follows:

T2	Bore x Stroke(mm)/ Disp. (cc)	Wheel-base (mm)	M a x Wheel S i z e (inch)	T i r e S i z e (max)	G e a r R a t i o s	Final Drive	Brakes (mm)	Weight (lbs)	Notes:

Porsche 911/ Carrera S 997.2 (09-12)	99.0 x 82.8 (3824)	2355	18 x 8.5 (F) 18 x 11 (R)	2 1 5 (F) 2 5 5 (R)	3 . 9 1 , 2 . 3 2 , 1 . 5 6 , 1 . 2 8 , 1 . 0 8 , 0.88	3.44	(F) 330 x 34 Vented (R) 330 x 28 Vented	3275	60 mm flat plate restrictor required. Restrictor must be placed in the front of the factory engine air intake manifold opening. The plate must seal the opening so that all air entering passes through the restrictor. Ducting for coolers is free, provided it doesn't change size and/or shape of factory body panels. Ducting of air to rotors is allowed. Removal of rotor dust shields is allowed. Tender springs 60-60-25, and spring holders ZT-1-X002A01 allowed. Springs up to 800#/in front and 1000 #/in rear allowed. Sway bar size and configuration is free. Spoilers & bumper/air dams are free provided they do not exceed the max. body width by any amount and/or the max. body length by more than 1". Rear wings may be no higher than the roofline. Camber adjustment slots may be elongated. Porsche Motorsport front and rear control arms allowed. PDK transmission permitted at +100lbs.
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9. #22962 (Joe Aquilante) Revisit 2015 Mustang GT Weight, Restrictor and Tires

In T2, Ford Mustang GT 5.0L (2015-), make the following changes:

Rescind tire changes: ~~until 12/31/17: 295 effective 1/1/2018: 275~~

Notes: "Performance Package Brembo front BBK380mm permitted at +100lbs ~~53mm~~ **48mm** flat plate restrictor required."

10. #22979 (Joe Aquilante) Allow Dry Sump for Camaro SS 2016

In T2, Chevrolet Camaro, 1LE (2016-), make the following changes:

Wheels: ~~18x10 (F) 18x11 (R)~~ **20x11**

Notes: "Brake kit part numbers: 84004136, 23301611, 19352519, 19180514, 23245471 allowed at +100 lbs. ~~60mm~~ **53mm** flat plate restrictor required. Springs up to 800#/in front and rear permitted. ~~swaybar kit (part number tbd) permitted.~~ **Any front 355mm 4 piston caliper and 2 piece rotors permitted. Dry sump permitted. Any front sway bar 35mm front and 30mm rear permitted.**"

11. #22996 (Michael Pettiford) Solstice GXP adjustments

In T2, Pontiac Solstice GXP Coupe/ Convertible (07-09), change the notes as follows:

"Any 2-piece rotor allowed. Any aftermarket 4-piston caliper allowed. Any OEM GM 6-piston caliper allowed."

12. #23167 (Kurt Rezzetano) 2016-2018 Camaro SS rear suspension update

In T2, Chevrolet Camaro, 1LE (2016-), add to the notes as follows:

"Rear spring relocation to shock permitted."

13. #23177 (CJ Moses) 2003-2006 Viper T2 spec restrictor adjustment request

In T2, Dodge Viper SRT-10 incl. coupe (03-06), change the restrictor as follows:

“Throttle restrictor between each throttle body and plenum is mandatory: .060” flat steel plate with one ~~36mm~~ *40mm* hole.”

14. #23360 (Touring Committee) 2018 Touring 2 Recommendations

In T2, Ford Mustang GT 5.0L (11-14), change the notes as follows:
“~~56mm~~ *52mm* flat plate restrictor required.”

In T2, Chevrolet Corvette Z06 (06-12), change the notes as follows:
“LS2: ~~56mm~~ *52mm* flat plate restrictor is required.”

In T2, Porsche Carrera S (06-08), change the notes as follows:
“~~65mm~~ *60mm* flat plate restrictor required.”

15. #23387 (Derek Zalewski) 2016-up Camaro (T2) Spec Line Corrections

In T2, Chevrolet Camaro, 1LE (2016-), change the notes as follows:
“~~Brake kit p~~Part numbers: 84004136, 23301611, 19352519, 19180514 *allowed. OEM brake kit* 23245471 *allowed at +100 lbs.* 60mm flat plate restrictor required. Springs up to 800#/in front and rear permitted. Swaybar kit (part number ~~the~~ *84242386*) permitted.”

T2-T4

1. #22665 (Lansing Stout) Clarify Carrying Ballast

In GCR section 9.1.9.2 C.5, make the following changes:

“In order to equate competition potential, the Club ~~may will~~ specify a competition weight for the vehicle. ~~Additionally, and to this same end, it may direct that a specific amount of ballast be mounted in the vehicle in a specific location. Refer to Section E.2. of these Rules for additional details.~~

In GCR section 9.1.9.2 E.1.a, make the following changes:

“The weight ~~as listed on an~~ *is defined by the* automobile’s Specification Line., shall be with driver and required ballast. Refer to GCR Section 9.3 Weight. If a cool suit system is utilized, it shall be weighed with the car as it came off the track.

In GCR section 9.1.9.2 E.2.a, make the following changes:

Automobiles may carry ballast to achieve their specification’s minimum weight. Refer to GCR section 9.3 Ballast. Some vehicles may be required to carry specific amounts of ballast. If such ballast is specified for an automobile, in addition to the requirements of GCR Section 9.3 Ballast, the following requirements shall also be met:

~~1. All specified ballast shall be securely mounted in the passenger footwell of the vehicle, aft of the firewall and any footwell angle, and forward of the passenger seat unless otherwise so permitted on the vehicle’s TC Specification Line.~~

~~2. It shall be in segments no lighter than ten (10) pounds and no heavier than fifty (50) pounds, and shall be capable of being weighed apart from the vehicle.~~

2. #22841 (Derek Kulach) allow alternate external slave cylinder for Nissans

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), add to the notes as follows:
“*Zspeed and Z1 alternative clutch slave permitted.*”

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08) Spec Z, add to the notes as follows:
“*Zspeed and Z1 alternative clutch slave permitted.*”

In T3, Nissan 370Z (09-16) / 370Z NISMO Edition (09-13), add to the notes as follows:
"Zspeed and Z1 alternative clutch slave permitted."

In T2, Nissan 350Z Track/ Touring/ Standard/ Nismo Spec Z (03-08), add to the notes as follows:
"Zspeed and Z1 alternative clutch slave permitted."

In T2, Nissan 370Z (09-17) / 370Z NISMO Edition (09-17), add to the notes as follows:
"Zspeed and Z1 alternative clutch slave permitted."

3. #22873 (Donald Harrington) Clarify Ride Height Measurement

In GCR section 9.1.9.2.D.5.b.2.c, clarify ride height measurement as follows:

"Ride height to be measured without driver at the lowest point of the rocker **panel**, but not to include welded seams or fasteners."

4. #22919 (Darren Seltzer) Clarification and Request - Wheel Material

In T2-T4, remove all references to wheel material in the spec lines.

T3

1. #22194 (Daniel Wold) Add Sedan Model to Infinity G35 Spec Line

In T3, Infiniti G35 Sport (03-08), add the coupe and sedan to the model and adjust the weight as follows:

Infiniti G35 *Coupe/Sedan/Sport* (03-08)

DE Engine: ~~3300~~ **3350**

HR Engine: ~~3300~~ **3350**

2. #22231 (david mead) Remove the 50 lbs. That Was Added to the 99+ Mustang GT/Bullitt

In T3, Ford Mustang GT (01-04) incl. Bullitt (2001), change the weight as follows:

~~3350~~ **3325**

3. #22316 (Nic Piekarski) 2016 Global MX5 Wheels Options

In T3, Mazda MX-5 Global Cup Miata (2016), change the notes as follows:

"Tires must comply with Touring rules (GCR section 9.3 Tires)."

4. #22475 (Oscar Jackson) Add FR-S/BRZ/86 Spec Line to T3

Classify the T4 Scion FR-S, Subaru BRZ, and Toyota 86 in T3 with a weight of 2900 lbs.

5. #22842 (Eric Heinrich) Allows Audi S4/S5 Brake Cooling Option

In T3, Audi S4 (10-11), add to the notes as follows:

"Brake dust shields L&R part #3D0615311C and #3D0615312C are permitted. Air guide L&R part #3D0615447E and #3D0615448E are permitted."

In T3, Audi S4 (12-14), add to the notes as follows:

"Brake dust shields L&R part #3D0615311C and #3D0615312C are permitted. Air guide L&R part #3D0615447E and #3D0615448E are permitted."

In T3, Audi S5 (13-14), add to the notes as follows:

"Brake dust shields L&R part #3D0615311C and #3D0615312C are permitted. Air guide L&R part #3D0615447E and #3D0615448E are permitted."

6. #23283 (Nicole Jacque) Wheel Size and Weight for Ford Mustang Coupe GT (05-10)

In T3, Ford Mustang Coupe GT & Shelby GT 4.6L & Cal. Special (05-10), change the wheel size as follows:

~~18x9~~ **18 x 10**

7. #23331 (Jason Ott) Z4M Coupe T3 Restrictor

In T3, BMW Z4 M Coupe (2007), change the weight as follows:

3400 3350

8. #23337 (Scott Marcero) Classify the 2002 WRX/STI
In T3, classify the 2002-2005 Subaru WRX as follows:

T3	Bore x	Wheel- base (mm)	M a x Wheel S i z e (inch)	T i r e S i z e (max)	G e a r R a t i o s	F i n a l D r i v e	B r a k e s (mm)	W e i g h t (lbs)	Notes:
<i>Subaru W R X (02-05)</i>	<i>92.0 x 75.0 1994</i>	<i>2525</i>	<i>18 x 9</i>	<i>245</i>	<i>3.17, 1.88, 1.30, 0.97, 0.74</i>	<i>4.44</i>	<i>(F) 294 vented (R) 266 vented</i>	<i>3350</i>	<i>35mm TIR required.</i>

9. #23361 (Touring Committee) 2018 Touring 3 Recommendations

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), change the notes as follows:
"HR Engine: Two 40mm 37mm flat plate restrictors required. *DE Engine: 57mm flat plate restrictor required.*"

In T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08) Spec Z
"HR Engine: Two 40mm 37mm flat plate restrictors required. *DE Engine: 57mm flat plate restrictor required.*"

In T3, Porsche Spec Boxster, change the notes as follows:
"~~Effective 1/1/18: Tires must meet 2016 SPB rules or any 255 DOT tire permitted.~~"

In T3, Nissan 370Z (09-16) /370Z NISMO Edition (09-13), change the notes as follows:
"~~2~~ *Two 40mm 37mm flat plate restrictors required.*"

10. #23552 (Touring Committee) Adjust Infinity G35 in T3
In T3, Infiniti G35 /Sport (03-08), change the notes as follows:
"Springs up to 700 lb/in allowed (F/R). HR Engine: Two 40mm 37mm flat plate restrictors required. *DE Engine: Single 57mm flat plate restrictor required.*"

T4

1. #22850 (Derrick Ambrose) Allow 2014-Up Mazda 3 Header
In T4, Mazda3 (14-16), add to the notes as follows:
"*Header allowed at 125 lbs.*"

2. #22981 (David Woodle) Updating 05-10 mustang spec line
In T4, Ford Mustang V6 (05-10), change the notes as follows:
"~~The following items must remain stock: shock/struts (including mounts), and transmission differential - unless specified below:~~ ABS (option code 552) allowed. FR3 Handling Pack # M-2007-FR3V6 allowed. The kit includes: Dampers M-18000-A, Lowering Springs M-5300-N, Sway Bars M- 5490-C, Strut Tower Brace M-20201-F. Ford Positraction LSD part #M-4204-C75 is allowed. *Any springs F: 500 and R: 400 permitted. Any sway bar up to F: 35mm and R: 22mm permitted.* Panhard bar, part # BAR-M-4264-A permitted or any pan hard bar permitted must be set at same length as a stock bar, center mounting hole to center mounting hole +/- 0.25 inch. An alternative steel drive shaft is permitted; this drive shaft is otherwise unrestricted, but no modifications to other components are permitted to facilitate its installation. An Aluminum driveshaft is allowed. ~~Auburn 542023 or Detroit 912A316 limited slip allowed. 50mm flat plate restrictor required. Aftermarket wheels permitted at 25 pounds. Any LSD permitted. 55mm flat plate restrictor required.~~"

3. #23100 (Touring Committee) T4 2018 adjustments

In T4, Acura RSX/ RSX Type-S (02-06), change the weights as follows:

2750 ~~2700~~

Type S: ~~3000~~ 2950

4. #23276 (Tim Wise) Allow the RX8 Rear Hubs/Driveshafts on the MX5 in T3/T4

In T4, Mazda MX5 / Club Model (06-15), allow alternate rear hubs in the notes as follows:

“Mazda Motorsports cold air intake part #0000-06-5150-KT allowed 2009-2012 Mazda RX8 front *and rear* hubs allowed.”

5. #23399 (SCCA Staff) Add 13-16 BRZ Restrictions Missed in December Fastrack #23191

In T4, Subaru BRZ (13-16), add to the notes as follows:

“*55mm flat plate restrictor required. Only 17” wheels permitted.*”

RallyCross Board Minutes | November 14, 2017

The RallyCross Board (RXB) met via conference call on November 14th, 2017. Attending were Steve Hyatt, Ron Foley, Kent Hamilton, Chris Regan, Keith Lightfoot, Kito Brielmaier, and Mark Macoubrie. Also in attendance, Chris Albin BOD Liaison, Howard Duncan and Brian Harmer with National Office.

The Secretary acknowledges that these minutes may not be in chronological order.

Steve Hyatt called the meeting to order at 7:08 pm CST.

1. **Additions or corrections to the agenda:** None

2. **Chairman's report:** (Hyatt):.No report.

3. **Committee reports:**

- RallyCross Safety Committee (Regan)
 - Updates: There was one incident last month. There was a rollover in the Northwest Region. The Safety committee has reviewed the incident. There were no significant injuries. The committee is working with Jim Perrin to put together a quiz people can take to update their RallyCross Safety Steward license. The quiz will be offered as an online service. Deana has sent a list of current stewards to all Divisional Stewards. The renewal process is currently being worked on. Additional information will follow once the process is established.
- Rules Committee (Lightfoot)
 - Updates: Refer to rules review at the end of this report.
- RallySprint Committee (Brielmaier)
 - Updates: No Report
- National Championship Committee (Macoubrie)
 - Updates: Review of the National Championship has been delayed to the December Meeting.
- Divisional Steward Liaison (Foley)
 - DRXS meeting: Seven people attended the meeting. The Divisional Steward discussed the National Championship in detail. Charles Wrights from the Southeast Division was the chair and stepped down from his position. Leon Drake is the new Southeast Divisional Steward. The Stewards will rotate the chair quarterly.
- Growth and Development Committee (Hamilton)
 - Updates: Kent Hamilton met with Jim Rowland to discuss the content Jim has created for the RX Community. Kent and Jim also discussed what would be presented at the National Convention.

4. Old business:

- No report.

5. New business:

- The RXB shall bring Discussion Agenda Items for the National Convention to the December meeting. (Hyatt)
- Changes for the National Challenges were proposed by Howard Duncan. The RXB will review the proposal and provide comments to Howard within one week. The new challenge format will be determined by the end of 2017. (Duncan)
- Ron Foley resigned from the RXB: Ron has been on the board for five years. Ron has provided excellent support and guidance to the national program and RXB over his tenure on the Board. Ron has been a constant source of innovation and passion for the sport and all the people involved in the program. The RXB will miss his presence and wish him all the best going forward.
- The RXB reviewed a potential replacement for Ron Foley and has made a recommendation to the Board of Directors.
- The RXB solicited the RX Community for members to serve on several committees starting in 2018. Several members have sent information to the RXB expressing interest in participating. The RXB has responded to the members. The RXB will be reviewing positions for committees and where to assign individuals in the next couple months. (Macoubrie)
- The RXB reviewed candidates for annually RallyCross awards including the Spark Plug, Dirty Cup, Region of the year and Divisional Achievement of the year. Selections have been made and will be presented at a later date.

2018 PROPOSED RALLYCROSS RULE CHANGES FOR RXB REVIEW

1. Move studded tires rule from Stock section to Safety section so it applies to all classes.

FAILED 0-7

2. Clarify the duties of the Event Technical Inspector.

4.4.D. The Event Technical Inspector shall ascertain that ~~competition the~~ vehicles comply with the ~~RXR requirements of Section 3.1 Eligible Vehicles and Section 3.2 Vehicle/Driver Safety general vehicle eligibility requirements of~~ and any supplementary regulations. ~~Technical inspectors are not responsible for determining a vehicle's compliance with the preparation allowances for that vehicle's class.~~ Competitors are directed to Article 5.3.D for protests information regarding class eligibility.

PASSED 7-0

3. Add a rule to address car swapping.

FAILED 0-7

4. Consolidate the waiver requirements for spectators.

4.2.H. All **attendees participants**, including competitors, workers, crew members, **spectators**, and guests must sign the SCCA waiver form. ~~Spectators should sign the waiver.~~

~~4.2.R. All spectators shall complete a waiver as required by SCCA and its insurance carrier. See www.scca.com for guidance on waivers.~~

PASSED 7-0

5. Specify that alternate mounting hardware for body panels and trim pieces is allowed as protective equipment and that OEM underbody panels may be removed if replaced by an allowed skid plate.

3.3.C.4. The addition of protective equipment is allowed with the following exceptions:

- a. ...and strut caps to prevent failure of strut mounts. **Mounting hardware for bumper covers, fascias, body panels, undertrays, and trim pieces may be replaced with alternate components. Any alternate mounting hardware shall only serve to reinforce the mounting mechanism of the panel or body part and shall not provide any performance advantage or weight reduction.** Examples of non-allowed modifications...
- c. Skid plates protecting suspension and drivetrain components may only be made out of metal, composite materials or plastic derivatives. **Skid plates may supplement or replace OEM skid plates or underbody protection.**

PASSED 7-0

6. Prohibit vehicles not originally sold in the United States from competing in Stock categories or, in the alternative, require non-U.S. market vehicles to compete in Modified classes even if they meet the safety and preparation allowances of Stock or Prepared classes.

FAILED 0-7

7. All standing cones should count, not just those on course or within 50 feet of the finish line.

FAILED 0-7

8. In Modified classes, allow the exhaust to exit to the side of the vehicle in front of the driver.

FAILED 0-7

9. Specifically state that electric and hybrid vehicles are eligible to compete in Stock and Prepared classes.

3.1 A RallyCross event is open to any fixed-roof, four-wheeled, mass-produced passenger vehicle ~~(including convertibles with a factory hardtop attached, targa-types with factory panel in place, t-tops with factory panels in place)~~ that can pass safety inspection. This includes electric and hybrid vehicles, convertibles with a factory hardtop attached, targa types with factory panel in place, and t-tops with factory panels in place

PASSED 7-0

10. Revise the windshield safety rule.

3.2.S. Cracks are permitted to the outside layer of the laminated windshield only. A windshield that has experienced object penetration and/or has deformation is not allowed. Any form of windshield separation or delamination from the body of the car is not allowed. ~~The windshield may have one single crack. A crack that has branches, multiple cracks or deformation of the windshield is not allowed.~~

PASSED 7-0

11. Allow wheel diameter changes of +/- 1" in Stock classes.

3.3.C.12. Any type wheel may be used provided it complies with the following:

- a. Wheel diameter may be increased or decreased one inch (1") from the OEM wheel;
- b. Wheels must be of the same ~~diameter and~~ width as the OEM wheel;
- c. Wheel offset (backspace) must be within 0.394"(10mm) of ~~the OEM original-equipment~~ wheel offset. Wheel spacers are considered part of the wheel.

PASSED 6-1, Hyatt opposed.

12. Allow front OR rear sway bar changes in Stock classes.

3.3.C.14. ~~One The front~~ sway bar may be added, replaced or removed. A replacement ~~front~~ sway bar may serve no other purpose than originally intended by the vehicle manufacturer. In the case where the ~~front~~ sway bar is also a suspension locating link, stock geometry and methods of attachment must be maintained.

PASSED 7-0

13. Allow glass sunroof panels to be replaced with fiberglass panels in Modified classes.

FAILED 0-7

14. Allow removal of the air conditioning system and its related components in Prepared classes.

FAILED 0-7

15. Allow body dress-up modifications in Prepared classes.

FAILED 0-7

16. Allow alternate pulley sizes on superchargers in Prepared classes.

3.3.D.5. The intake system upstream from the throttle body may be replaced with any material. Forced induction components cannot be changed or added (turbochargers, superchargers, intercoolers). Turbocharger boost regulation systems, either electronic or mechanical, may be modified or replaced. **The pulley on the supercharger may be replaced with an alternate size along with the supercharger drive belt.**

PASSED 7-0

17. Add the new Open category to the rules.

Add Section F. Open category to Section 3.3. VEHICLE CLASSIFICATIONS.

PASSED 7-0

18. Restructure Section 4.2.C to more clearly state that passengers are not allowed at National events.

4.2.C. Passengers are not allowed during competition runs at National events. At non-National events, one (1) passenger is allowed to ride in an approved seat located in the forward-most occupant area of a vehicle that has passed tech inspection (3.3A-N) and is registered for competition on that day. ...

Participant waivers:

The individual (parent/guardian, as appropriate) has completed an individual

would be allowed at events where a passenger is permitted. ~~Passengers are not allowed during competition runs in National Events.~~

PASSED 7-0

19. Revise the rules submission timeline to allow more time for members to submit rule change proposals. Member Comments: A slight majority of comments recommended approval.

Rules submission timeline shall be changed to the following

Member rule change submission and feedback January 1 to August 15

Member comment on proposed changes September 1 to September 30

Final review by Rules Committee October

Final review and approval by RXB at November meeting

Approval by SCCA Board of Directors and publish TBD

Publish revised R-X Rules – following approval by the SCCA Board of Directors

PASSED 7-0

20. Allow removal of convertible soft tops in Stock and/or Prepared.

FAILED 0-7

6. **Motion to adjourn: 9:14 pm CST**
7. **Next RXB Meeting December 5th, 2017.**

RallyCross Board Minutes | December 5, 2017

The RallyCross Board (RXB) met via conference call on December 5th, 2017. Attending were Steve Hyatt, Charles Wright, Kent Hamilton, Chris Regan, Keith Lightfoot, Kito Brielmaier, and Mark Macoubrie. Also in attendance, Arnie Coleman, Terri Pulliam Chris Albin BOD Liaison, Howard Duncan with National Office.

The Secretary acknowledges that these minutes may not be in chronological order.

Steve Hyatt called the meeting to order at 7:04 pm CST.

1. **Additions or corrections to the agenda:** None

2. **Chairman's report:** (Hyatt):..Arnie Coleman will be leaving as a BOD liaison. Terri Pulliam will be joining as a BOD liaison. The 2018 rules package was passed by the SCCA BOD as submitted. All current RXB members have been reappointed by the BOD for 2018. Charles Wright has been appointed as a new RXB member. Brian Harmer is working on getting the rules reformatted. The rules will be posted after formatting has been completed.

3. **Committee reports:**

- RallyCross Safety Committee (Regan)
 - Updates: No reports. No additional training information created this month.
- Rules Committee (Lightfoot)
 - Updates: Refer to Chairman's Report for information on 2018 Rules.
- RallySprint Committee (Brielmaier)
 - Updates: Seven events were held in 2017 – Northwest Region held two, Houston Region held two, New England Region held two and Finger Lakes region held one. No Trials events were held.
- National Championship Committee (Macoubrie)
 - Review of National Championship (Macoubrie). Tow hooks requirement will be reviewed for the 2018 supplemental rules. Roles and responsibilities for the 2018 event will be discussed at the face to face meeting in January 2018. The 2017 Survey will be sent out within the next week. The RXB discussed the event including things that went well and things that will need work at future event. 2018 Championship will be at Indianola, IA. All information gathered from past events will be sent to new committee to be incorporated into the next year's events. The committee will be looking at duration of the event in 2018. Saturday is a full day and any delays can reduce the number of runs.
- Divisional Steward Liaison
 - DRXS meeting: No Report.
- Growth and Development Committee (Hamilton)
 - Updates: The committee has been emailing back and forth and getting ready for the convention.

1. **Old business:**

- The RXB shall bring Discussion Agenda Items for the National Convention meeting. (Hyatt)

- Rules for the electric vehicles.
- National Championship roles and responsibilities
- RXB Chair and internal changes
- RallyCross Challenge Format (Macoubrie)
 - The RXB discussed a proposed changed format for the 2018 RallyCross National Challenges. The Challenges will be organized and run by the host region. An Event Steward will be provided by the national office. There will be 3-5 events. The host region will have more flexibility to bring a local flair to the event.
 - Keith Lightfoot motioned to approve the proposal in principal. Kent Hamilton seconded the concept. Approved 7-0.
 - The proposal will also be sent to the Divisional Stewards for review from the Divisional perspective.
- Electric Vehicle Ruleset (Macoubrie)
 - The status of the electrical vehicle rules was discussed. A rough draft has been created but more refinement is needed before being presented to the community. The RXB will discuss in further detail at the face to face meeting in January.
- Open Class Ruleset with N/A motor requirement (Regan)
 - The RXB discussed the engine options for the 10th Class. The current rule set has no restriction on power adders. Chris Regan proposed the rule be amend to allow only naturally aspirated rules. Keith Lightfoot seconded the proposal. Chris Regan, Mark Macoubrie, Kent Hamilton and Steve Hyatt voted to amend the rule to NA engines. Kito Brielmaier, Keith Lightfoot and Charles Wright voted against. **Approved 4-3**
- Hardtop Requirements (Duncan)
 - A question was asked about if OEM hardtops sold in foreign countries are allowed in RallyCross. If the hardtop is an OEM hardtop provided from the factory it will be legal regardless of the country of origin. It is the responsibility of the competitor to verify the hardtop is an OEM hardtop.

2. New business:

- 2018 committee liaisons
 - Chris Regan – Safety
 - Keith Lightfoot – Rules
 - Kito Brielmaier – RallySprint and RallyTrials
 - Charles Wright – National Championship
 - Kent Hamilton – Growth and Planning
 - Mark Macoubrie – Divisional Stewards

4. Motion to adjourn: 8:43 pm CST

5. Next RXB Meeting January 17, 2018.

ROAD RALLY BOARD

Sports Car Club of America
RoadRally Board Minutes
December 14, 2017

The RoadRally Board met via conference call on December 14, 2017. The meeting was called to order at 7:31 PM CST by Chairman Rich Bireta. In attendance: Rich Bireta, Mike Bennett, Jim Crittenden, Clyde Heckler, Peter Schneider, Jeanne English, BOD liaison Earl Hurlbut, Jamie Mullin from SCCA Staff, guests Wendy Harrison and Pego Mack, and Mike Thompson, NEC chairman. Mike Bennett filled in as Secretary due to late arrival of Jeanne.

- 1) November Minutes were approved as published.
- 2) Planning Calendar was published 11/28/17 and is posted online.
- 3) RReNewsletter – Reminder: Text “roadrally” to 22828 to subscribe.
- 4) SCCA Staff Report
 - a) Gervais and Teter “Rally of the Year” Voting Status
 - i) Rich reported that Gervais voting has been completed and the winner has been determined.
 - ii) Rich stated that Teter ballots were mailed 12/13/17, with responses due by 12/30/17.
 - b) 2018 SCCA Convention Logistics and Schedule
 - i) Jamie reported that she has sent out the Reimbursement Form. She has provided all information on the Convention directly to Wendy.
 - c) Championship Standings
 - i) Jamie noted that all current standings are posted as of 12/13/17.
 - d) USRRRC and National Events listed on hardcopy, SportsCar Calendar
 - i) Jamie stated that, with assistance from Jim, information was provided to SportsCar by the 11/30/17 deadline.
 - e) Other items from SCCA HQ
 - i) Jamie said that addition of Wendy to the RRB mailing distribution is in progress, but not yet complete. In the interim, she is sending all RRB communications directly to Wendy.
 - ii) Jamie and Peter informed the group that the RRSS Knowledge Test and Application Process have been posted on the SCCA website in two locations (Downloads and RoadRally Rules & Documents)
 - iii) Jamie noted that SCCA Marketing is working on a cover for the 2018 Road Rally Rules which may feature a photograph from this year’s USRRRC. She also stated that the RRR content update is needed by next week. Scorekeeper Bruce Gezon is handling the content update.
 - iv) Jamie reminded the group that the SCCA National Office will be closed between Christmas and New Years.
- 5) NEC Report
 - a) Recent National Events
 - i) Mike Thompson reported that he was unable to attend The Blacke. Jim described the event, which had good turnout and happy participants, and noted that it was the first National rally chaired by Jim Jurgenson.
 - b) Upcoming Nationals
 - i) Mike Thompson stated that the NEC has approved Sanctions for events to be held next March and June. He also noted that the overall schedule looks good for 2018.
 - c) USRRRC Report
 - i) The USRRRC was discussed by participants.

d) Old Business

- i) Rich reported that use of mobile communications was tried at his November events. A Facebook page was set up and all competitors were encouraged to follow it. His conclusion was that this approach was not workable as an alternative to emergency signs, due to poor cell phone coverage in remote areas visited by the rally.
- ii) Mike Thompson stated that the NEC will be working on a Checklist of Committee responsibilities in 2018.
- iii) Mike asked whether consideration could be given to moving the USRRC earlier in the year, so that it could receive more timely coverage in SportsCar. Rich stated that the “door is open”, although dates have already been set for the 2018 event in St. Louis.
- iv) Mike reported that Bob Demerit has resigned from the NEC, and recommended Jim Heine as his replacement. It was noted that Jim will be the chairman of the 2018 USRRC, and Pego commented that he would be a good choice. Rich moved to appoint Jim Heine to the NEC, Jim Crittenden seconded the motion, and the appointment was approved 5 – 0. Rich will notify Jim Heine soon.

6) Old Business

a) 2018 Rule Changes

- i) Earl reported that all proposed 2018 Rules changes were approved by the SCCA Board of Directors. He noted that the BOD requests all future wording changes to be shown in red print.
- ii) Jim stated that the 2018 RRRs will be posted online first, then printed by the end of January. This approach allows the Gervais and Teter award winner names to be included after they are revealed at the Convention.
- iii) Earl also noted that the BOD approved Wendy as a new member of the RRB and Jim as the new chairman of the RRB.

b) New Road Rally Safety Steward Licensing Process

- i) Peter reported that he still has not received responses from about 50 current RRSS to his email. Pego will review the updated list, and provide whatever information she can about those members.
- ii) Peter noted that he has received a list of concerns regarding the RRSS program from Dave Head, and recommended that they be discussed in an RRB meeting next year.

c) Rally Development Fund

- i) Earl stated that he needs to confirm the status with Howard, and will call him tomorrow.

7) New Business

a) Membership Deadline

- i) Rich reported that Bruce Gezon has suggested moving the deadline for SCCA membership, to be eligible for a year-end award in a Championship RoadRally Series, to the end of the year. Jim noted that the current date is November 1st. Jeanne commented that November 1st is too early. Jim shared that John Emmons feels competitors should be members from the beginning of the year. Pego stated that Club Racing and Solo programs require membership prior to any points being counted toward championships. She was not sure about RallyCross and will check on it.

b) Any Other Business

- i) Jim thanked Rich for his six years of service to the RRB.

Meeting was adjourned at 9:20 PM CST

Next meeting to be January 21st at 8:00 AM at the Convention

Respectfully submitted,

Mike Bennett

QUICK LINKS

The following items have been removed from regular inclusion in Fastrack News and can be found on SCCA's website at the following links:

CLUB RACING

SCCA National Championship Runoffs:
<http://www.scca.com/runoffs>

Accredited Driver Licensing Schools:
<http://www.scca.com/pages/driver-s-school-w-table>

Forms:
<http://www.scca.com/downloads/>

Technical Forms:
<http://www.scca.com/pages/cars-and-rules>

General Competition Rules (GCR):
<http://www.scca.com/pages/cars-and-rules>

SOLO

Tire Rack SCCA Solo National Championships:
<http://www.scca.com/solonats>

Forms:
<http://www.scca.com/downloads/>

Rulebook:
<http://www.scca.com/pages/solo-cars-and-rules>

RALLY

Forms:
<http://www.scca.com/downloads/>

RallyCross Rulebook:
<http://www.scca.com/pages/rallycross-cars-and-rules>

Road Rally Rulebook:
<http://www.scca.com/pages/roadrally-rules>

SCCA NATIONAL CONVENTION

Event page:
<https://www.scca.com/events/1983542-2017-scca-national-convention>

EVENT CALENDAR:

SCCA Events:
<http://www.scca.com/events/>